

AMERICAN

Manufacturing Company

OFFICE 4 DEY STREET

RAILROAD JOURNAL.

BEARING AND BUTTER SPRINGS

FOR PASSENGER AND FREIGHT BOX, PLATFORM, COAL

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.



SATURDAY, OCTOBER 16, 1869.

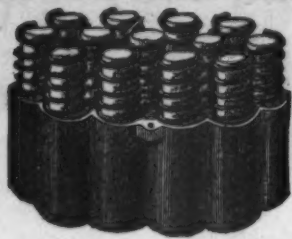
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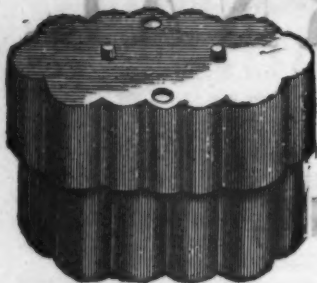
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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, October 16, 1869.

Erie Railway.

The Annual Meeting of the Stockholders of this Company for the election of Directors was held at the offices of the Company in this city, on the 12th inst. Previous to the election, the old Board assembled and adopted the following Resolution:

Whereas, the Legislature of this State, at its last session, passed an act authorizing the directors of this corporation to classify themselves so as to hold office for various terms.

Resolved, That the propriety of such classification be submitted to the annual meeting of the stockholders of this company, so that they may have an opportunity of determining its efficiency.

Immediately thereafter, and before the election of the new Board of Directors, the stockholders assembled and adopted the following resolutions:

Resolved, That this corporation hereby accepts the amendment to its charter made by an act of the Legislature of the State of New York entitled "An act to amend chapter 278 of the Laws of 1868 entitled an act in relation to the Erie, New York Central, Hudson River and Harlem Railway Companies," passed May 29, 1869, being chapter 916 of the Session Laws of 1869, whereby the directors of this corporation are authorized to classify themselves so that as nearly as may be one-fifth of their number shall go out of office at each annual election.

Resolved, That the board of directors this day

elected be and are hereby required and directed to classify themselves in accordance with the act aforesaid.

The election for directors was then held, and resulted in the choice of the following gentlemen: Jay Gould, James Fisk, Jr., William M. Tweed, Frederick A. Lane, Alexander S. Diven, Justin D. White, John Ganson, Orlo W. Chapman, Horatio N. Otis, Charles G. Sisson, Abram Gould, Homer Ramsdell, Henry Thompson, John Hilton, Henry N. Smith, M. R. Simons, George C. Hall.

At a subsequent meeting of the new board of directors, JAY GOULD was elected President, and JAMES FISK, JR., Vice President. H. N. OTIS holds over as Secretary, and the appointment of MORTIMER SMITH as Assistant Secretary, was confirmed. JAY GOULD continues to act as Treasurer.

The new board then proceeded to classify themselves in accordance with the act passed at the last session of the Legislature. The following classification was agreed upon:

Homer Ramsdell, Charles G. Sisson and J. D. White, to go out of office October, 1870.

John Hilton, M. R. Simons and Geo. C. Hall, to go out in 1871.

John Ganson, O. W. Chapman and Henry Thompson, to go out in 1872.

Alex. S. Diven, H. N. Smith, Abram Gould and H. N. Otis, to go out in 1873.

Jay Gould, James Fisk, Jr., Wm. M. Tweed and Fred. A. Lane, to go out in 1874.

The new board also adopted the following resolution:

Resolved, That the President be instructed to carry out the policy which the Executive have inaugurated; that he be directed to proceed at once to carry into effect the contract with the Lake Shore and Michigan Southern Railroad for a narrow-gauge through-line for passengers and freight to Chicago and the West; and that he be authorized and directed, for the completion, finishing and operating the road, to issue and the Secretary be authorized to attach the corporate seal to \$5,000,000 bonds, to be called the "Narrow-gauge sinking fund bonds," secured by the proceeds of the traffic of such narrow gauge as is provided for in such contract.

Col. Nathan Adams, of Stanton Depot, Hayward Co., Tenn., has been elected President of the Memphis and Ohio Railroad Company.

Illinois Central Railroad.

The statement of this Company for the month ending Sept. 30, 1869, is as follows:

LAND DEPARTMENT.

Acres Construction Lands	
Sold	4,535.02 for \$42,214 12
Acres Int. Fund Lands	
sold	240.00 for 3,176 80
Acres Free Lands sold ..	1,346.06 for 21,842 11
Total sales during month of Sept., 1869	6,121.08 for \$67,233 03
To which add Town Lot Sales	430 00

Total of all

Cash collected in Sept. \$282,168 87

TRAFFIC DEPARTMENT.

Receipts from Freight	\$510,881 00
do. Passengers	169,947 12
do. Mails	6,358 33
do. Rent of Road	4,000 00
do. Other Sources	70,000 00

Total Receipts in Sept., 1869

Total Receipts in Sept., 1868

Increase

Estimated earnings in the month of

Sept., on the D. & S. C. R. R., not

included above

Corresponding month of 1868

Increase

Central Pacific Railroad.

All doubts of the success of the Pacific Railroad as a business investment—apart from its national benefits—seems to be disappearing, under the returns of this summer's traffic, the first of its complete operation. The earnings of the Central Pacific Railroad (the portion west of Salt Lake) are close upon \$600,000 in gold for the month of September; and have averaged since the opening of the line \$7,000,000 a year, equal to between nine and ten millions in currency. It is remarkable, also, that fully 70 per cent. of this was from local business, and that not more than 55 per cent. is consumed in operating expenses. The net profit of this company alone may be set down at something over \$3,000,000 gold, while their interest liabilities are barely \$1,000,000. There are not half a dozen corporations in the country whose aggregate revenues or surplus earnings are so large as this

new enterprise, which only a few years ago was a thing of hope and conjecture.

Hartford and New Haven Railroad.

The earnings of this road for the years ending August 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$891,091 20	\$978,830 50
" freight.....	632,454 06	774,786 80
" expresses.....	114,709 50	56,809 41
" mails.....	55,627 28	23,754 48
" rents, etc.....	3,452 85	8,001 01
	\$1,697,334 39	\$1,811,682 20
Expenses, viz:		
Repairs of road and bridges.....	\$326,427 99	\$312,837 50
Wood, coal and oil.....	96,318 14	111,102 02
Material and labor on engines and cars, and new cars and engines.....	224,838 88	248,646 91
Transp. account and general expenses.....	825,867 95	347,886 94
Station repairs and improvements.....	48,009 83	55,227 82
Lost and damaged goods, gratuities, etc.....	3,472 79	7,677 36
	\$1,024,935 08	\$1,078,378 55
Net earnings.....	\$672,399 31	\$733,303 65
Interest and taxes.....	190,808 50	185,084 24
Balance.....	\$481,590 81	\$548,219 41

Compared with the previous year, the gross earnings of 1868-'69 show an increase of \$114,347 81, with an increase in expenses of \$53,443 47—making the increase in net earnings, \$60,904 34. The balance remaining after the payment of interest and taxes is \$66,628 60 more than that of the preceding year. The gross receipts from passengers exceed those of the previous year by \$87,739 30. The receipts from transportation of freight exceed those of the previous year by \$112,332 74. The receipts from express companies are \$58,400 09 less than those of the previous year, for the reason that for the first seven months of that year, the company was running a daily express freight train for the sole accommodation of the express companies, while for the year just past it has been furnishing to those companies only the facilities afforded by its regular passenger trains. The receipts for mail service are \$31,872 89 less than those reported from that source one year since, for the reason that the amount then reported included a sum of about \$35,000, received in that year, for services previously performed. The Report says:

The common rails laid upon the road previous to the last year, have during the year just past continued to fail in an increasing ratio, consequent upon the increased service to which they have been subjected; and it is quite apparent that all the rails of the old quality and pattern will of necessity be replaced during the coming two years. For all rails laid during the present season, we have adopted a new pattern, weighing sixty-two pounds to the lineal yard, and of a form better adapted to the spliced joint, and of the best quality of iron rail we could buy. We have put on the road since the date of our last report, 2,600 tons of rails of improved quality and increased cost, and have 500 tons of similar character, received since the close of the fiscal year, now being laid. A still larger outlay per year on this account will be required during the next two years.

A large amount of work has been done during the past season in rebuilding culverts, cattle

guards, and small bridges, with substantial and permanent stone masonry, in place of those originally constructed of brick or perishable stone, which has shown such evidence of decay as to make their renewal imperative.

We have added to the rolling stock, three new locomotives, and twenty-five new freight cars, and have rebuilt, with raised roofs, nearly all the remaining passenger cars of this company of the old pattern.

There have been made during the year large additions to the cars of the New York and Boston line, among which are four elegant drawing room cars, six first class passenger cars, baggage and postal cars, and the purchase of the remaining half of the sleeping car property, the whole of which now belongs to the line. Our proportion of these additions, 62-234, has been paid, and with the cost of additions to our own equipment, is included in the amount charged for repairs of cars and engines.

A material addition to our stock of passenger cars will be required during the coming year. Our present stock is barely sufficient for our daily business, leaving scarcely any provision for any extraordinary occasion. A large number of freight cars will also be indispensable.

A new wharf, one thousand feet in length, is in course of construction at New Haven, and now nearly completed. This structure, with four buildings upon it for receiving coal from vessels into bins, from which the coal can be drawn into cars, has been provided for the purpose of facilitating the discharging of coal, and relieving the pressure and consequent claims for demurrage which frequently occur at that place.

We have executed contracts with the General Post Office Department for the transportation of the mails on our main line and branches for the term of four years from the 1st of July last. The compensation allowed by the laws of Congress for the mail service is not, in our judgment, at all adequate to its value. Yet the convenience of the community on which we rely for the sources of our other business is so largely involved in the subject of frequent and prompt delivery of the mails, that we felt constrained to accept the offer made by the department, which under the present provisions of the law, is perhaps fairly in proportion to that paid to other roads.

The several contracts made between this company and the New York and New Haven Railroad Company some twenty years since, expired by their own limitation on the first of July last.

Our connections of trains, and other arrangements for facilitating the joint business, have continued, as heretofore, under agreements, without specific limitation as to the term of their duration.

No decision has yet been reached upon the suits now pending between the two companies. We are informed that the case in the Court of Appeals in the State of New York will probably be reached within the coming year.

The time now fixed by the by-laws for holding the annual meeting of this company is found, by experience, to be extremely inconvenient, the fiscal year terminating on the 31st of August, it is with extreme difficulty that all our accounts, and especially those with so many connecting roads, can be adjusted, and then submitted to the auditors, in time for the annual meeting in September.

We are obliged by law to make report to the Legislature of Massachusetts for the year ending 30th of November, and another report to the General Railroad Commissioners of Connecticut. All the details required by these reports would be obtained in making up our report for the annual meeting of our stockholders, if our fiscal year should terminate on the 30th of November in each year, and the annual meeting of the stockholders be held in the month of January thereafter, thus giving an entire month for the proper preparation of these several reports, and the necessary examination by the auditors. We recommend the passage of a resolution, which will be submitted, to effect these changes.

The people of the town of Suffield, being desirous of securing more convenient railroad

facilities, procured in 1868, a charter authorizing them to construct a railroad from some point on this company's road near Windsor Locks, to the village of Suffield, a distance of about 8¾ miles, with power to unite, lease, or merge their road with that of this company. Subsequently they proposed to this board that the people of Suffield would furnish the right of way and a bonus of twenty thousand dollars to this company, if the company would agree to build the road, and thereafter operate it in connection with this road. The board after a careful examination of the subject, were of opinion that the interests of this company would be promoted by the acceptance of this proposal, and therefore accepted it in behalf of the company. The people of Suffield have substantially complied with the terms of the proposition, and the work of building the branch has been let and commenced. This branch will, like those to Middletown and New Britain, be merged in this company at the proper time. The necessary resolutions for this purpose will be submitted for your action.

The Legislature of Connecticut, at its recent session, authorized an increase of the capital stock of this company to the extent of three millions of dollars, upon the representation that the bonds of the company, amounting to nearly one million dollars, were soon to mature, and the company would need to have power to dispose of stock to take them up; and further, that the business of the company was increasing so rapidly, that large outlays had become necessary in all its departments to fit the road properly, to meet from time to time this constantly increasing demand on the road and its equipment, and especially that it had become necessary to adopt a heavier pattern and higher cost of rails, to sustain so heavy a traffic as the track is now subjected to, and that this renewal of rails is now imminent, and can not be provided for at once out of current earnings. This act will be submitted to you for approval and acceptance, with such suggestions as the board may have to make as to the disposal of the stock in case of its acceptance by the stockholders.

A quarterly dividend of five dollars per share, free of Government tax, has been declared, payable on the 1st of October.

The number of miles run by passenger trains during the year was 327,423; by freight trains, 202,249; by other trains, 83,913—total miles run, 613,585, which exceeds the number for the previous year by 37,587. Number of passengers carried, 1,038,665. Tons of freight carried, 463,316. Increase in passengers, 104,844. Increase in freight, 83,193 tons.

The income of the company from all sources during the year was as follows:

Cash on hand September 1, 1868....	\$170,573 87
Earnings of the road, as above.....	1,811,682 20
Sale of shares of stock.....	11,252 00
Real estate.....	425 00
Total.....	\$1,993,933 07

Thus accounted for—	
Dividends.....	\$395,689 00
Interest.....	55,850 63
Operating and repairing road, etc.....	1,142,783 15
State and National taxes.....	129,238 61
Steamboat "Orient".....	2,989 11
New Wharf, New Haven.....	45,828 57
Fractional parts of shares purchased by the company.....	10,460 00
Windsor Locks and Suffield R.R. Co.....	1,844 18
Real estate in Connecticut.....	1,220 00
Bond No. 481.....	1,000 00
Balance debt due Co. increased....	49,207 45
Cash.....	158,327 37

Total, as above.....**\$1,993,933 07**

The following from the Ledger presents a general statement of the affairs of the company, September 1st, 1869:

Capital stock.....	\$3,300,000 00
Bonds.....	927,000 00
Contingent fund.....	427,875 65
Reserved fund.....	150,000 00
Profit and loss.....	252,011 41
Dividends unpaid.....	7,097 00
Debts due by the company.....	62,805 64

Railway, building, grounds, &c.....	\$3,407,284 78
Real estate, land, and dwellings.....	132,317 43
Bonds purchased.....	38,000 00
Tomlinson Bridge stock.....	8,888 67
Equipment engines and cars.....	254,000 00
Wood, stock, and tools, on hand.....	253,440 07
Debts due the company, including accounts due from the N. Y. & N. H. R. R. Co., unadjusted, and funds in hands of agents.....	454,697 48
Connecticut River Bridge.....	176,577 36
Steamboat "Orient".....	196,083 81
New Wharf, New Haven.....	45,828 57
Windsor Locks and Suffield R.R. Co.....	1,344 18
Cash.....	158,327 37

\$5,126,789 70

President.—W. P. BURRELL.

Directors.—W. P. Burrall, Chester W. Chapin, Cornelius Vanderbilt, Ezra C. Read, Eli Butler, Julius Catlin, C. M. Pond, H. C. Robinson, E. G. Howe.

Secretary.—S. P. CONNER.

Treasurer.—C. M. POND.

Superintendent.—E. M. REED.

Eastern (Mass.) Railroad.

The receipts of this company for the fiscal years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers.....	\$957,833 54	\$978,405 95
" freight.....	348,844 53	397,651 13
" parcel post & car.....	32,496 39	34,613 73
" extra baggage.....	1,247 47	1,472 47
" U. S. mail.....	10,934 73	12,387 24
" miscellaneous.....	42,950 62	6,061 75
" property accoun'ts.....	22,739 40	21,619 83
" P. S. & P. R. R. surplus.....	30,000 00	

\$1,447,046 68 \$1,452,212 10

Expenditures, viz:

Maintenance of way.....	\$201,402 30	\$171,258 00
Locomotive power.....	146,889 21	143,558 51
Fuel.....	118,282 71	113,826 54
Train expenses.....	242,871 44	251,016 27
Station expenses.....	119,959 89	117,029 79
Mail expenses.....	1,121 39	467 40
Office establishment.....	41,356 98	42,862 02
Insurance and taxes.....	26,317 29	25,271 00
U. S. tax.....	24,215 05	24,769 71

\$922,416 26 \$890,058 24

Balance.....	\$524,630 42	\$562,153 86
Rent of B. & M. R. R.....	\$3,215 04	\$3,215 04
Int. paid and accrued.....	124,563 70	133,608 90

Total rent and interest.....\$127,778 74 \$136,823 94

Net income.....\$396,851 68 \$425,329 82

In the foregoing statement of receipts for 1867 is included \$30,000 from the Portland, Saco and Portsmouth surplus, and \$27,875 07 from miscellaneous sources, which do not appear in that for 1868. The actual receipts from the business of the railroad, excluding the miscellaneous and property accounts, it will be seen, have been \$1,424,530 52, against \$1,351,356 66 for the preceding year; or an increase of \$73,173 86; while the working expenses have been \$32,858 02 less; making, together, \$105,531 88; from which is to be deducted the profits of the Rockport Branch,

included in this year's statement, but not in the preceding, estimated at \$6,785 47, leaving \$98,746 21 as the actual net increase from the working of the road.

During the year we have built in our own shops two new engines. We have entirely rebuilt two others, making them equal to new machines. We have made extensive repairs upon twenty-five others, putting on seven sets of steel tyres, and have also made such repairs as have been necessary upon the remainder. Our motive power consists now of forty-three engines.

In our car shops, during the same period, we have built two new first-class passenger cars, one baggage car, eighteen platform cars, twenty-five coal, six hand and three rail cars, and rebuilt four passenger, twenty-eight box and two platform cars; and have repaired and painted a great number of others, both passenger and freight cars. We have also purchased one new passenger car, and one half of three new postal cars. Our present number of passenger cars is seventy-three.

During the year we have laid down 2,700 tons of new rails, 300 tons of which are steel; and also upwards of 500 tons of welded rails, and 52,710 sleepers.

In the year 1867 we laid down 2,800 tons of new iron; so that within the last two years we have laid down 5,500 tons of new rails, or enough for a new single track railroad the entire distance from Boston to Portsmouth. The total cost of this 5,500 tons of new rails has been not less than \$487,000; or, deducting the value of old rails taken out, \$222,000. We said, in our report last year, and now repeat, that "this increased necessity for new iron has been caused partly indeed by the increased weight and number of trains, but also, we regret to say, in great measure by the bad quality of much of the iron recently manufactured." Our previous average yearly requirements were only about 1,000 tons which, after deducting old rails, would have cost about \$40,000.

We have always purchased what we supposed to be the best rails the manufacturers could make, and at the prices fixed by them. For the last eighteen months, besides the steel rails, before referred to, we have been having rails made to specifications, and under inspection, paying an extra price, hoping thereby to secure a better quality of iron.

We have had twenty five tons of iron rails with steel heads in use, as an experiment, in our main track, for upwards of two years, and so far with the most satisfactory results.

We have constructed, during the year, 15,023 feet of side track. The total length of side tracks on our road and branches is now 26 miles.

We have, in previous reports, enumerated our principal extraordinary expenditures (a part of which belong to construction),

Amounting, in 1866, to.....	\$490,847 96
And in 1867, to.....	552,180 72
In 1868 they were.....	603,590 17

Total.....\$1,646,718 85

Taxes paid during the three years, to wit:

1866.....	\$119,238 18
1867.....	115,099 28
1868.....	117,236 50

\$351,573 96

Our taxes amount to about one quarter of our net earnings.

Add three years loss in operating South

Reading Road.....\$31,083 76

Forced loan to do.....10,656 94

\$41,740 70

These with the other expenditures referred to, will seem to the stockholders very large; but they have not been made in any case until we were clearly satisfied of the necessity of them for the accommodation of our increasing business, and the economical working of the road. These liberal outlays, however, within the last few years,

will, we hope, diminish the necessity for so large similar expenditures for some years to come, the new works recently in progress being substantially completed; and especially ought the necessity for new iron to be greatly diminished.

Our new bridge, across the Merrimac at Newburyport, was opened for the passage of trains on the 19th of March, and has given unqualified satisfaction. By the concurrent testimony of those competent to judge, it is one of the most perfect structures of its kind in New England, and reflects great credit upon the Engineer under whose charge it has been built, T. Willis Pratt, Esq. Its cost has been great, but the outlay is fully justified by the increased security of travel, and the gratification of the numerous patrons of our road.

The total cost of the bridge proper has

been.....	\$252,089 01
New road connected with it.....	86,850 15
New draw in old bridge.....	7,027 15

\$345,966 31

Second track, from Salem to Beverly.....\$122,070 53

Rockport Railroad, purchased.....91,007 28

Lands for extension into Lawrence.....30,000 00

Under the authority given by the stockholders at their last annual meeting, we have issued \$500,000 of six per cent. bonds, free of United States income tax, having twenty years to run, from March 1st last, selling them at 96 per cent., or at a discount of 4 per cent. This 4 per cent. discount, distributed through the twenty years is equivalent to an addition of one-fifth of one per cent. per annum to the interest; so that we pay in fact $6\frac{1}{5}$ per cent. per annum on the loan; being fully 3 per cent. less than we have been paying in dividends and taxes on our stock. As large amounts of our indebtedness will have to be provided for within the next year or two, and in view of the unsettled aspect of financial affairs of the country it seems expedient that the stockholders should confer upon the directors the further power, to be used or not, as they may find necessary, of issuing bonds to the extent of \$1,000,000.

A connecting track between our Railroad and the Fitchburg Railroad, near Prison Point, has been put in under authority of an Act of the Legislature of 1867, at the joint expense of the two corporations, and is now in constant use; and proves of great convenience and utility in the interchange of freight.

We have not received from the Portland, Saco and Portsmouth Railroad Company any part of their surplus earnings the past year, their available resources having been applied towards payment for new shops, machinery and other improvements. By their account, rendered to December 1, 1868, there is a balance due to us from accumulated surplus of \$168,388 63, which sum is to be reckoned among our assets.

The number of miles run by locomotives has been 900,280. Number of passengers carried, 3,106,787. Tons of freight, 281,809.

TRIAL BALANCE, Nov. 30, 1868.

Cost of railroad.....	\$5,865,639 90
" equipment.....	739,592 67
" property.....	797,942 49
New work unfinished.....	127,697 86
Balances due.....	269,140 62

\$7,300,013 04

Share capital.....\$3,883,300 00

Bond capital.....2,192,400 00

Balances due.....147,096 62

Temporary loan.....856,200 00

Profit and loss.....221,016 42

\$7,300,013 04

President.—GEORGE M. BROWNE.

Directors.—George M. Browne, Henry L. Williams, Samuel Hooper, Nathaniel Thayer, Wm. L. Dwight, Benj. C. Bates and Franklin Haven.

Treasurer.—JOHN B. PARKER.

Superintendent.—J. PRESCOTT.

Transcontinental Railroad Convention:
OSWEGO, N. Y., Oct. 6, 1869.

The great Railroad Convention, that was called to assemble in this city at 10 o'clock this morning, was called to order by Mayor Page, at 7 o'clock this evening, when prayer was offered by Rev. Dr. Condit. Mayor Page then welcomed the members of the Convention as follows:

In behalf of the citizens of Oswego I extend to you and each of you a cordial welcome to our city. Oswego feels a deep interest in this Convention, and hopes its fruits will redound to the honor of its participants. The discussion of the themes brought before the Convention must result in great good. Living in an age of commerce, the great missionary of the world, whatever conduces to facilitate and extend it, either domestic or foreign, contributes to the good of mankind. As complete as we may consider our railway system, it is but in its incipient stages. The transcontinental system is the one we are most immediately interested in, and but very little is now needed to make it complete. And who can contemplate the immensity of the commerce that will flow through its channels! Mayor Page concluded by nominating Gerrit Smith as temporary chairman, which was agreed to.

Mr. Smith, on taking the chair, addressed the Convention at some length in favor of the projected extension of the Pacific Railroad connections to Portland, Me. He spoke of commercial enterprises, ancient and modern, and then referred in general terms to the great benefit to be derived from the enterprise which was to be brought before this Convention.

Mr. Eugene Prindle, of Jackson, Mich., was called upon and responded. He said he was here more as a looker on than as a speaker. He was representing an interest which was centred in a road from St. Clair to Chicago, of which sixty miles were already built; but that was not a road from San Francisco to Portland. He was therefore here to see what was going to be done at this Convention. All our railroads had their inception and secured the means for their construction from home local interest. He referred to the vast amount of money lost by issuing bonds to raise money and disposing of them at a sacrifice. It was stated that our railroads has cost \$2,000,000,000. He did not believe they cost so much, but he was willing to admit they had cost altogether too much through the bond system. He believed a railroad could be built from Chicago to Portland for twenty million or thirty million dollars, whereas, under the bond system, it would cost sixty million or seventy million dollars. His plan would be to make the railroads along the line of the road stockholders in it. This would secure an interest from those who were to patronize the road. He spoke severely of the dishonesty of officials under the bond issuing system. As to the enterprise, he strongly advocated its being made a road from Chicago to Portland, and not from point to point. He was opposed to the enterprise being placed at the mercy of the local boards. He would have a board of proper men selected to take supervisory charge of the whole line.

John T. Griggs, of Saginaw, Mich., said the Common Council of his city had sent him there to say they were deeply interested in this matter and were anxious to be connected with it. He then proceeded to describe the location of Saginaw and the advantages to be derived from running the proposed connection through that place. But the connection would be with the Northern Pacific road at Superior, thence across to the Straits of Mackinaw down to Saginaw, thence down to Port Huron, and then on, as proposed to Portland. In the Lake Superior country there was a population of 65,000, and its mineral resources were well known. He had no doubt all the necessary aid could be produced.

On motion of Mr. J. C. Churchill a Committee on credentials was appointed.

On motion of Mr. Culvert Comstock a committee

on permanent organization was appointed. These committees are to report to-morrow forenoon.

The Convention then adjourned till ten o'clock to-morrow morning.

OSWEGO, Oct. 7, 1869.

The Convention met at half-past ten o'clock, with prayer by the Rev. Mr. Boute.

Mr. Culvert Comstock from the Committee on Permanent Organization, reported for President J. F. Driggs, of Saginaw, Mich. A number of vice-presidents and secretaries were also reported. The report of the committee was adopted, and notwithstanding Mr. Driggs requested to be excused, he was conducted to the chair. On taking the chair Mr. Driggs briefly addressed the Convention.

The following are the vice-presidents:—John A. Poor, of Portland, Me.; O. F. Fowler, of Bristol, N. H.; John B. Purge, of Rutland, Vt.; Edwin F. Johnson, of Middletown, Ct.; R. T. Hough, of Lewis County, N. Y.; William A. Thomson, of Queenstown, Canada; A. S. Paget, of Oswego; Colonel William Phelps, of Detroit, Mich. and Murray Nelson, of Chicago.

The following are the secretaries:—Henry L. Davis, of Oswego; Eugene Pringle, of Jackson, Mich.; Henry P. Dean, of Portland, Me.; Charles Sheldon, of Rutland, Vt.

On motion of Mr. Ames a committee of seven was appointed to arrange business for the Convention to act upon.

A very long communication on the general subject of opening communications, received from Joseph L. Wilson, Commissioner of the Land Office, was read. Speaking of the Central and Union Pacific road he said that was a compromise line, sacrificing general to the local interests, while the proposed Northern Pacific line was a more direct one, easier of construction and 500 miles shorter. He also pointed out other advantages in favor of the Northern Pacific, and regarded that as the line for a great transcontinental railway.

A communication on the subject of the Mississippi valleys, by J. S. Scott, was read, in which were depicted the great natural advantages of those localities. Referring to the proposed route he advocated that the line take in Toledo. He believed that it would prove more advantageous than to run it by way of Detroit.

Mr. Littlejohn, from the Business Committee, reported in favor of a committee of thirteen on resolutions, that the convention adjourn until two o'clock, and that the following resolution be referred to the Committee on Resolutions:

Resolved, That a direct railroad communication on the shortest line across the continent, with the Eastern terminus at Portland, on the Atlantic, and a Western terminus at the mouth of the Columbia or at Puget Sound, on the Pacific, is demanded as a great commercial highway, not alone by the entire intermediate territory directly involved, but by both the continents of Asia and Europe. The report was adopted and the Convention took a recess until two o'clock P. M.

AFTERNOON SESSION.

The Convention reassembled at a quarter past two o'clock, and prayer was made by Rev. Mr. Boute.

The Chair announced the Committee on Resolutions as follows:—John A. Poor, of Portland, Me.; H. G. Libby, of Portland, Me.; Charles Sheldon, of Rutland, Vt.; O. F. Fowler, of Bristol, N. H.; H. J. Banks, of Ossipee, N. H.; E. S. Ridlow, of Parsonsfield, Me.; Edwin F. Johnson, of Middletown, Conn.; Marcellus Massey, of New York; Robert F. Sage, of Oswego; George J. Past, of Fairhaven, N. Y.; William A. Thompson, of Queenstown, Canada; J. B. Eaton, of St. Clair,

Mich.; Gilbert Hathaway, of New Baltimore, Mich.; Gerritt Smith, of Peterboro.

Mr. Poor, of the Portland delegation, stated that there was great interest in Maine to make Portland the twin sister of Oswego in this great route. Some forty men signified their intention of attending this Convention, but the storm, the most fearful on record, had scattered them. He briefly detailed their experiences, and said nothing else would have prevented a prompt and full attendance of the delegation; for their hearts were fully in the enterprise. The committee will be allowed time to-morrow morning to make their report.

Edwin F. Johnson, Engineer-in-Chief of the Northern Pacific Railroad, read an essay on our railway system. In describing the three routes to the Pacific he showed that the Northern one was the most advantageous as regards altitude, climate and settlement. It was not as cold as the central was; less liable to obstructions by snows, and was some five hundred miles nearer to China, Japan and the Russian possessions. He spoke very favorably of the Southern route, and said that it would give to San Francisco what it has not yet got, and will not get without it, and that was a reliable connection with the southern valley of the Mississippi. Speaking of all these routes, he said their construction will save to the government at least \$5,000,000 annually in transportation expenses. Referring to the abundant production of gold in Montana, he made the point that the construction of those roads would have the certain effect of hastening the resumption of specie payments, as the roads would afford the transportation facilities the miners now greatly need. He concluded with urging Congress to aid the two proposed Pacific railroads.

Mr. Marcellus Massey, Vice President of the Rome, Watertown and Ogdensburg Railroad, read an essay upon the advantages of and demand for railways, and transcontinental railways in particular.

Mr. Sage, President of the Board of Trade of Oswego, read an essay written by Alvin Bronson, who had been sixty years engaged in the trade of the lakes, on the subject of the lakes. Mr. Bronson, who is over eighty years of age, was present and stated that though his paper was mostly devoted to the subject of lake commerce yet he had referred to the great basins and valleys of the West, which were drained by the lakes and the products of which seek the cheapest and most expeditious transit to market. The essay, after referring to the routes to the Pacific and speaking in approval of the Northern one, calls attention to the value of internal improvements, which pay for themselves over and over again, and contrasts the wisdom of investments in them with those devoted to expensive buildings, &c.

A paper written by Mr. R. D. Hough, of Lewis county, was read on the subject of the route between Whitehall and Oswego, the typography of which he minutely described.

Letters were read from General W. T. Sherman, who urged a concentration of effort to complete to perfection the Central Pacific with a double track, with branches spreading out on both sides; from Governor Baldwin, of Michigan, speaking in approval of the object of the Convention; from F. E. Spinner, United States Treasurer, advocating the most northern route to the Pacific; from Comptroller Allen, Edward Crane, of Boston; Senator Sumner, J. G. Blaine, of Maine; the Governors of Ohio, Wisconsin and Iowa, and J. W. Foster of Chicago.

John Neal, of Portland made a brief address to show the value of time, which was regarded as money, and called attention to steam ocean navigation and the shortening of land communication, in time and space, by the construction of railways. Men now with \$5,000 capital were able to do the business of those a few years ago who were obliged to have double that amount. As to the proposed route, there was not the least objection to it. It was entirely practicable and ought to be built, and would be built.

The Convention then adjourned till to-morrow morning at ten o'clock.

Oswego, Oct. 8, 1869.

The Convention reassembled at half past ten o'clock this morning. After prayer by the Rev. Mr. Greeley, Mr. Poor, from the Committee on Resolutions, submitted the following report:

Whereas, it is the duty of every General Government to promote by every proper means the safety and welfare of those under its protection, therefore,

Resolved, That in the opinion of this Convention greater railway facilities between the Mississippi and the Pacific States than are now available are demanded by the increase in population of the country and the necessity of commerce.

Resolved, That it is the duty of the Government as well as its truest policy to give such reasonable and necessary aid as will promote the building, at the earliest day, of two additional lines of railway to connect the States abovenamed by the Northern Pacific Railroad and a Southern Pacific Railroad.

Resolved, That greater railroad facilities than now exist are needed for the accommodation of the growing traffic and travel between the Atlantic seaboard and the Mississippi and the upper lake region, demanding the immediate construction of the projected lines, which are designed to form a connection with the lines now in operation—a continuous line which shall reach from the Upper Mississippi to the northeastern extremity of the Union.

Resolved, That the line projected above, when extended, as it ultimately will be, in connection with the Northern Pacific Railroad, along the Pacific coast, northerly into Alaska, and on the east to the Gulf of St. Lawrence, would constitute by its great reduction of the extent of ocean transit the most convenient means of communication between the densely peopled portion of Europe and Eastern Asia, and that our new nation would derive from such a line of communication great commercial advantages, which would contribute largely to the prosperity of our people, while at the same time it would constitute a powerful and most efficient means toward the general civilization of the globe.

Resolved, That in pursuance of the call of this Convention, and the particular object to be promoted by it, we view with especial interest and favor the efforts now making to secure a continuous and independent line of railway from Chicago to the seaboard by the route of the Lake Ontario Shore Railroad, and thence eastward by the best and most feasible route into New England, and to the harbor of Portland and the Ossipee Valley, affording at the same time the increased facilities required for Western trade seeking access to New York, Boston and the other eastern Atlantic ports.

Resolved, That the Secretary of this Convention furnish to the chairmen of the Congressional Committees on the Pacific Railroad, on Finance and on Ways and Means, when Congress again assembles; to the President of the United States and the members of his Cabinet, certified copies of these resolutions, and also printed copies of the proceedings of this Convention.

Resolved, That we recommend the appointment of a committee which shall be charged with the duty of taking the required measures to organize a railroad company from the most feasible point or points in the eastern part of the State of New York, between Albany and Whitehall, to run in a westerly direction on the most feasible line in the general direction of the southeast basin of Lake Ontario, to be called the New England and New York Railway Company.

The report being accepted, Mr. Poor proceeded at length to support the adoption of the resolutions. He referred to the advantages of shorter and more direct lines, as regards time and cost in transportation, the increasing population of the country and the demand for additional facilities. He then considered the material question as to

routes, and showed by statistics and facts that the route from Portland was the one now immediately demanded for short, speedy and cheap transportation from the Pacific to the Atlantic, and from San Francisco to Europe.

D. G. Worcester, of Rochester, followed with a similar argument, closing with the declaration that Rochester must subscribe as much as Oswego to this enterprise and secure the running of the road to that city.

Mr. Nelson, of Chicago, in comparing the transportation facilities of railroads with those of the canals, said that he was now called upon to look after six boat loads of corn detained near Syracuse by breaks in the canal; while the corn shipped at the same time from Chicago had reached New York, been sold and the proceeds received.

Mr. Thompson, of Queenstown, Canada, approved the resolution reported by the committee, yet thought something further was needed, and offered the following additional resolution:

Whereas under the most favorable circumstances the construction of a railway is a most onerous undertaking and requires aid from every quarter and also co-operative talent to be rapidly successful, therefore it is expedient that so soon as the various companies forming a continuous line from Portland to Chicago are properly organized, with a view to construction, that the representatives of the various lines are authorized by this Convention to call a meeting of the officials of said lines and appoint therefrom a standing committee, whose duty it shall be to bring about a unity of sentiment and interests between the different projected lines intended to form the whole through line; said committee to arrange a general traffic arrangement between all the companies and to discover how far a general financial system could be adopted to make the general credits for bonds and shares acceptable to the capitalists of America and Europe on the credit of the individual companies composing the through line; and while certain lines may thus enter into a permanent alliance between Portland and Chicago, nevertheless it shall not prevent the lines west of the Niagara River from forming a New York city connection through the State of New York, with the understanding that said Western lines entering into the Portland combination shall concede just the same traffic and advantages to the New York line as may be agreed upon in the Portland and Chicago alliance, no more and no less.

Mr. Thompson sustained his resolution with an argument going to show that the least had to do with the existing road in constructing a new one the better. All the old companies stand antagonistic to the new ones, and will prevent their organization if possible. In this great enterprise, therefore, he believed the true policy would be to form no alliance with any old company, but to strike out a new and independent line. He referred to the claim made by the old companies of a vested right. What, he asked, was this vested right? If a road had been mislocated, had been built where it was of no use, must the people be deprived of having a road on a more convenient line? He warned the Convention against seeking affiliations with existing companies. If they did they would certainly be cheated. He regarded it perfectly feasible to carry on this enterprise alone; that it could be done cheaper, and when done would be found vastly more profitable. Mr. Thompson at great length enforced his idea.

The Convention then took a recess till seven o'clock P. M.

AFTERNOON SESSION.

The Convention reassembled at seven P. M., with prayer by Rev. Mr. Greeley.

Mr. Thompson said, on consultation with other members, he had determined to modify his resolution by striking out all after and including the words "Said committee to arrange a general traffic," &c.

Mr. Poor said that he took pleasure in saying with this modification Mr. Thompson's proposition met with the hearty concurrence of every member of the committee. (Applause.)

Mr. Littlejohn suggested that the name be

"New England and Oswego Railroad," instead of "New England and New York Railroad." Agreed to, and the resolution was so amended.

Mr. Littlejohn was then loudly called for to speak on the main question and responded. He spoke of the necessity of multiplying railroads leading from the Atlantic to the Western States. He spoke strongly in favor of the proposed route to Portland, setting forth the advantages to the East and West. In the course of his remarks he said he had in his possession a communication from Baring Brothers stating that at a certain price Europe would take 500,000,000 bushels of grain annually from America. Then what must we do? Simply increase and cheapen our lines of communication with the great prairies of the West. He referred to rival routes, the Mississippi and New Orleans, and Norfolk and Richmond, and urged activity, zeal and persistence in the effort to secure three routes from Oswego—one to Portland, Me., one to Boston and one to New York.

The Chairman (Mr. Driggs) submitted the following:

Resolved, That in forming railroad connections between the Atlantic and the Northern Pacific Railroad, at the head of Lake Superior, the shortest, most direct and practical route should be adopted.

Resolved, That while in the opinion of this Convention such connections ought to and will be made by the way of Chicago, the continuation of the Northern Pacific Railroad to the Straits of Mackinaw, so as to connect with the contemplated road from Portland to the Detroit or St. Clair River, ought also to be secured.

Mr. John Neal, of Portland, spoke in favor of the project.

Mr. Esterly, of Wisconsin, pointed out various proposed roads in Wisconsin and claimed that the West was a manufacturing country as well as the East, and said it was the wish of the West that the Mississippi should be continued as a route so that better prices could be secured for its products.

Mr. Littlejohn responded, saying he advocated keeping the manufactories at the East so that they could consume the products of the West; and as to the Mississippi, what the gentlemen had said should act as an incentive to greater exertion on the part of the railroad men.

The Chair (Mr. Driggs, of Saginaw,) detailed the resources of the Lake Superior region, the troubles and difficulties of travel at some points, and then showed the necessity for doing what he proposes in his resolutions above. He closed by saying that from what he had witnessed of the spirit at this Convention he was satisfied that the needed railroads would be built.

Mr. Pringle, from Michigan City, was the next speaker. After speaking of the importance of railroad communications he urged the importance of the proposition of Mr. Thompson with great earnestness, as also the resolutions reported by the committee.

Mr. Poor followed, sustaining the object of the Convention, and closed with moving the adoption of the resolutions. Carried unanimously.

The question was then on Mr. Thompson's resolution. The word "authorized" was changed to "requested," and then the resolution was adopted unanimously.

Mr. Driggs' resolutions were then adopted unanimously.

Messrs. G. Mollison, of Oswego; G. Ames, of Oswego; George J. Post, of Fairhaven; R. T. Hough, of Lewis County, and Charles H. Cross, of Pulaski, were appointed the committee on the road from Oswego to Whitehall.

The Convention then, after adopting the usual vote of thanks, adjourned *sine die*.

The directors of the Port Chester and Ridgefield Railroad have agreed upon the line of their road, which is to be 23 miles long. By extending it nine miles beyond Ridgefield, it can be made to connect with the Boston, Hartford and Erie road near Danbury.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69	Hartford and New Haven...100	3,800,000	J. A. J. & O.	Oct. '69	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '69
American Central...100	800,000	J. & J.	Jul. '69	Hannibal and St. Joseph...100	1,000,000	J. & J.	Jul. '69	Providence & Worcester...100	1,800,000	J. & J.	Jul. '69
Atlantic and West Point...100	1,282,200	J. & J.	Jul. '69	Do. do. pref. 100	6,233,830	M. & N.	May '69	Raleigh and Gaston...100	2,400,000	A. & O.	Oct. '69
Atlantic & N. Carolina...100	5,545,225	J. & J.	Jul. '69	Hanover Branch, Pa. 50	116,850	J. & J.	Jul. '69	Rensselaer and Saratoga...100	2,400,000	A. & O.	Oct. '69
Atlantic & Gt. Western...50	25,879,923	J. & J.	Jul. '69	Housatonic...100	820,000	J. & J.	Jul. '69	Richmond and Danville...100	2,000,000	J. & J.	Jul. '69
Do. " pref. 50	1,919,000	J. & J.	Jul. '69	Hudson River...100	1,180,000	A. & O.	Oct. '69	Richmond and Petersburg...100	847,100	J. & J.	Jul. '69
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '69	Huntingdon & P'd Top...50	494,230	J. & J.	Jul. '69	Rich. Fred. and Potomac...100	1,041,800	J. & J.	Jul. '69
Augusta and Savannah...100	738,700	J. & J.	Jul. '69	Do. " pref. 50	190,750	J. & J.	Jul. '69	Rockport...100	88,460	J. & J.	Jul. '69
Baltimore and Ohio...100	16,183,982	A. & O.	Apr. '69	Illinois Central...100	23,415,780	F. & A.	Aug. '69	Rome, Watert. and Ogden...100	2,400,000	J. & J.	Jul. '69
Do. Washington Br. 100	2,360,000	A. & O.	Apr. '69	Indianapolis, Cin. & Lafayette...50	6,185,897	M. & S.	Sep. '69	Rutland preferred...100	2,400,000	F. & A.	Jul. '69
Baltimore City Passenger...100	670,000	F. & A.	Aug. '69	Jeffersonv. Mad. & Ind...100	2,000,000	J. & J.	Jan. '69	St. L. Alf. and T. Haute...100	2,300,000	J. & J.	Jul. '69
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '69	Joliet and Chicago...100	1,600,000	J. A. J. & O.	Apr. '69	St. L. Jack'n.v. and Chic'o...100	1,469,429	J. & J.	Jun. '69
Belleville Line...100	4,420,000	F. & A.	Feb. '69	Joliet & North. Indiana...100	300,000	J. & J.	Jul. '69	Sandusky and Cincinnati...100	2,088,000	J. & J.	Jul. '69
Belleville Delaware...100	996,250	J. A. J. & O.	Oct. '69	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '69	Do. " pref. 100	445,596	M. & N.	May '69
Berkshire...100	600,000	J. & J.	Jul. '69	Do. " guar. 100	633,500	F. & A.	Aug. '69	Sand. Mansf. and Newark...100	901,241	J. & J.	Jul. '69
Berkshire & Corning...100	250,000	J. & J.	Jul. '69	Lackawanna & Bloomsb...100	1,325,000	J. & J.	Jul. '69	Savannah and Charleston...100	1,000,000	J. & J.	Jul. '69
Blossburg...100	13,726,100	J. & J.	Jul. '69	Leeds and Farmington...100	2,158,566	J. & J.	Jul. '69	Schuykill and Susquehanna...100	1,269,150	J. & J.	Jul. '69
Boston and Albany...100	110,000	A. & O.	Oct. '69	Lehigh and Mahanoy...50	2,158,566	J. & J.	Jul. '69	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '69
Boston and Chelsea...100	459,900	M. & N.	May '69	Lehigh and Susquehanna...50	8,739,800	M. & N.	May '69	Schuykill Valley...100	578,050	J. & J.	Jan. '69
Boston, Concord & Mont...100	1,340,460	J. & J.	Jun. '69	Lehigh Valley...50	10,731,400	J. A. J. & O.	Oct. '69	Seaboard and Roanoke...100	868,200	J. & J.	Jan. '69
Do. do. pref. 100	1,891,500	J. & J.	Jun. '69	Lehigh Luzerne...50	344,650	J. & J.	Jan. '69	Second Avenue (N. Y.)...100	700,000	A. & O.	Oct. '69
Boston and Lowell...100	4,076,974	J. & J.	Jul. '69	Lexington & Frankfort...100	514,646	J. & J.	Jan. '69	Shamokin V. and Pottav...50	498,460	F. & A.	Feb. '69
Boston and Providence...100	3,300,000	J. & J.	Jul. '69	Little Miami...100	3,572,400	J. & J.	Jun. '69	Shore Line...100	636,200	J. & J.	Jan. '69
Broadway (South Boston) 50	400,000	J. A. J. & O.	Jun. '69	L. M. & C. and X. (Joint) 100	1,044,297	J. & J.	Jun. '69	Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov. '69
Broadway & 7th Av. (N. Y.) 10	2,100,000	F. M. A. N.	Aug. '69	Little Schuylkill...100	2,648,100	J. & J.	Jul. '69	Somerville...100	76,000	J. & J.	May '69
Brooklyn City & New'tn...100	399,800	J. & J.	Jul. '69	Lomb. and South St. (Ph.) 25	90,000	F. M. A. N.	Aug. '69	South Carolina...100	6,819,275	J. & J.	Jul. '69
Brooklyn City & New'tn...100	1,100,000	M. & N.	May '69	Long Island...100	3,000,000	F. M. A. N.	Aug. '69	South Shore...100	259,585	J. & J.	Jul. '69
Buffalo, Bradford & Pitts...100	980,000	M. & N.	May '69	Long Branch & Sea Shore 50	95,194	N. Y. '69	Nov. '69	South Western, Georgia...100	3,939,900	F. & A.	Aug. '69
Buff. New York & Erie...100	5,000,000	F. & A.	Aug. '69	Louisv. Cin. and Lex. pr. 100	211,122	J. & J.	Jan. '69	Staten Island...100	660,000	J. & J.	Jan. '69
Buffalo and Erie...100	777,800	A. & O.	Oct. '69	Louisville and Frankfort...50	1,009,694	J. & J.	Jan. '69	Stony Brook...100	267,300	M. & N.	May '69
Cambridge Horse (Boston) 100	5,000,000	F. & A.	Aug. '69	Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69	Steuersville and Indiana...100	1,983,141	J. & J.	Jul. '69
Camden and Amboy...100	600,000	J. & J.	Jul. '69	Louisv. N. Alb. & Chicago...100	2,800,000	A. & O.	Oct. '69	Stockbridge & Pittsfield...100	448,700	F. & A.	Aug. '69
Camden and Atlantic, pref. 50	331,000	J. & J.	Jul. '69	Lowell and Lawrence...100	200,000	A. & O.	Oct. '69	Summit Branch...100	250,000	J. & J.	Jul. '69
Camden & Burlington Co. 100	721,928	J. & J.	Jul. '69	Macon and Western...100	2,000,000	June.	Jun. '69	Syr. Bingham. and N. Y. 100	1,314,130	J. & J.	Jul. '69
Cape Cod...100	447,000	J. & J.	Jun. '69	Mahanoy & P'd Mount...50	1,676,915	J. & J.	Jul. '69	Taunton Branch...100	250,000	J. & J.	Jul. '69
Cape May and Millville...100	1,160,000	M. & N.	May '69	Maine Central...100	1,611,500	M. & N.	May '69	Tennessee and Alabama...100	595,922	J. & J.	Jul. '69
Catawissa, pref. 50	2,200,000	M. & N.	May '69	Manchester & Lawrence...100	1,000,000	M. & N.	May '69	Terre Haute and Indiana...100	1,983,150	J. & J.	Jul. '69
Cayuga & Susquehanna...50	689,110	J. & J.	Jul. '69	Marietta & Cincinnati...50	3,029,778	M. & S.	Sep. '69	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Jul. '69
Cedar Rapids & Mo. pref. 100	785,000	M. & N.	May '69	Do. " 1st pref. 50	8,130,719	M. & S.	Sep. '69	Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	Jul. '69
Central of Georgia...100	4,686,300	J. & J.	Jan. '69	Do. " 2d pref. 50	4,460,368	M. & S.	Sep. '69	Tol. Peoria and Warsaw...100	1,700,000	J. & J.	Jul. '69
Central of New Jersey...100	15,000,000	J. & J.	Jan. '69	Do. " 3d pref. 50	6,312,725	M. & S.	Mar. '69	Do. " (E. D.) pref. 100	1,700,000	J. & J.	Jul. '69
Central Ohio...100	2,600,000	J. & J.	Dec. '69	Memphis and Charleston...100	570,000	J. & J.	Jul. '69	Do. " (W. D.) pref. 100	1,300,000	J. & J.	Jul. '69
Do. pref. 100	400,000	J. & J.	Dec. '69	Metropolitan (Boston)...100	1,250,000	J. & J.	Jul. '69	Tol. Wabash and West...100	6,700,000	J. & J.	Jul. '69
Gen. Park, N. & E. River...100	970,000	J. & J.	Oct. '69	Michigan Central...100	11,197,248	J. & J.	Jul. '69	Do. " pref. 100	1,000,000	J. & J.	Jul. '69
Chenung...100	880,000	J. A. J. & O.	Jul. '69	Middlesex (Boston)...100	400,000	A. & O.	Oct. '69	Troy and Boston...100	607,111	J. & J.	Jul. '69
Chenung, preferred...100	2,017,825	J. & J.	Jul. '69	Mill Creek and Mineh...50	323,376	J. & J.	Jan. '69	Troy and Greenbush...100	274,000	J. & J.	Jul. '69
Chicago and Alton...100	5,141,800	M. & S.	Sep. '69	Millville and Gloucester...100	405,020	F. & A.	Aug. '69	Union Transport'n (Bos.) 100	200,000	J. & J.	Jul. '69
Do. " pref. 100	2,425,400	M. & S.	Sep. '69	Milw. & Prairie du Chien...100	1,676,915	J. & J.	Jul. '69	Union (Phila.)...100	291,475	J. & J.	Jul. '69
Chicago, Bari. & Quincy...60	13,825,025	M. & S.	May '69	Milw. & St. Paul...100	7,161,069	J. & J.	Jul. '69	Utica and Black River...100	834,400	J. & J.	Jul. '69
Chicago, Iowa & Nebras...100	2,200,000	J. & J.	Jul. '69	Do. " pref. 100	8,188,272	J. & J.	Jul. '69	Vermont and Canada...100	2,500,000	J. & J.	Jul. '69
Chicago and Milwaukee...100	2,237,000	J. & J.	Jul. '69	M. Hill & Schuylk. Haven 50	3,776,400	J. & J.	Jul. '69	Vermont Central...100	6,000,000	J. & J.	Jul. '69
Chicago & N. Western...100	14,580,182	J. & J.	Jun. '69	Mobile and Ohio...100	3,762,400	J. & J.	Jul. '69	Vermont and Massachusetts 100	2,800,000	J. & J.	Jul. '69
Do. " pref. 100	18,159,097	J. & J.	Jun. '69	Montgomery & W. Point...100	1,644,104	J. & J.	Dec. '69	Vicksburg and Meridian...100	267,408	J. & J.	Jul. '69
Chicago, B. I. & Pacific...100	14,000,000	A. & O.	Oct. '69	Morris and Essex...50	6,618,350	J. & J.	Dec. '69	Virginia Central...100	3,353,679	J. & J.	Jul. '69
Cin. Ham. & Dayton...100	3,500,000	J. & J.	Apr. '69	Mt. Carbon & Pt. Carbon...50	282,250	J. & J.	Jan. '69	Virginia and Tennessee...100	3,506,300	J. & J.	Jul. '69
Cincinnati City Passenger...100	129,750	J. & J.	Jan. '69	Nashua and Lowell...100	720,000	M. & N.	Jan. '69	Western Union...100	2,707,663	J. & J.	Jul. '69
Citizens' Passenger (Phila.) 50	104,500	J. & J.	Jul. '69	Nashua & Chattanooga...100	2,056,544	F. & A.	Feb. '69	West Jersey...100	804,150	J. & J.	Jul. '69
Clev. Col. Cin. & Ind...100	2,056,400	M. & N.	May '69	Naugatuck...100	1,486,000	F. & A.	Feb. '69	West Philadelphia...100	249,100	J. & J.	Jul. '69
Cleveland & Mahoning...50	2,056,400	M. & N.	May '69	New Bedford & Taunton...100	1,486,000	F. & A.	Feb. '69	Wilm. and Weldon...100	1,483,775	J. & J.	Jul. '69
Cleveland and Pittsburgh...50	2,056,400	M. & N.	May '69	New Haven & N. London...100	738,538	J. & J.	Jul. '69	Winchester and Potomac...100	1,483,775	J. & J.	Jul. '69
Cleveland and Toledo...50	2,056,400	M. & N.	May '69	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '69	Warren...100	1,647,850	J. & J.	Jul. '69
Col. Chi. & Indiana Cen...100	1,140,000	F. & A.	Aug. '69	New Jersey...100	6,250,000	J. & J.	Jan. '69	Worcester and Nashua...75	1,522,500	J. & J.	Jul. '69
Columbus and Xenia...50	1,786,200	J. & J.	Jul. '69	New London Northern...100	895,000	F. & A.	Sep. '69				
Concord...100	1,500,000	M. & N.	May '69	New York Central...100	28,795,000	F. & A.	Aug. '69				
Concord & Ports. guar. 100	350,000	J. & J.	Jun. '69	Do. " Int. certificates 100	22,829,600	F. & A.	Aug. '69				
Coney Island & Brooklyn 100	500,000	J. & J.	Jun. '69	New York & Harlem...100	5,500,000	J. & J.	Jul. '69				
Conn. & Passum. Rivers 100	139,000	J. & J.	Jul. '69	Do. " pref. 50	1,000,000	J. & J.	Jul. '69				
Do. do. pref. 100	1,822,100	J. & J.	Jul. '69	New York & New Haven...100	9,000,000	J. & J.	Jul. '69				
Connecticut River...100	1,700,000	J. & J.	Jul. '69	N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jul. '69				
Cumberland Valley...50	1,316,900	A. & O.	Oct. '69	N. Y. Bridge & C. and A. 100	1,000,000	J. & J.	Jan. '69				
Danbury and Newkirk...100	400,000	J. & J.	Jul. '69	Ninth Avenue...100	797,400	J. & J.	Jan. '69				
Dayton and Michigan...100	2,380,646	J. & J.	Jul. '69	North Carolina...100	4,000,000	F. M. A. N.	Aug. '69				
Delaware...100	694,250	J. & J.	Jul. '69	Northern Central...50	1,798,900	J. & J.	May '69				
Del. Lackaw. & Western...50	18,388,020	J. & J.	Jul. '69	North Eastern (S. O.) pref. 100	155,000	J. & J.	May '69				
Des Moines Valley...100	1,820,200	J. & J.	Jul. '69	Northern of N. Hampsh...100	3,068,400	J. & J.	Jun. '69				
Detroit & Milwaukee...100	1,047,850	J. & J.	Jul. '69	North Pennsylvania...100	3,150,150	J. & J.	Jan. '69				
Do. " pref. 100	1,500,000	J. & J.	Jul. '69	Norwich and Worcester...50	3,150,150	J. & J.	Jul. '69				
D. Dock, E. B'dw. & Bat...100	1,200,000	F. M. A. N.	Aug. '69	Ogdensb. & L. Champl'n...100	2,088,000	J. & J.	Jul. '69				
Dubuque and Sioux City...100	1,678,641	J. & J.	Jul. '69	Do. " pref. 100	1,904,900	J. & J.	Jul. '69				
Do. do. pref. 100	1,987,351	J. & J.	Jul. '69	Ohio and Mississippi...100	20,000,000	J. & J.	Jun. '69				
East Mahanoy...100	392,550	J. & J.	Jul. '69	Oil Creek & Allegheny R. 50	4,258,000	J. A. J. & O.	Jul. '69				
Eastern (Mass.)...100	3,883,200	J. & J.	Jul. '69	Old Colony & Newport...100	4,845,220	J. & J.	Jul. '69				
Eastern (N. H.)...100	492,500	J. & J.	Jul. '69	Orange and Newark...100	281,550	F. & A.	Aug. '69				
East Pennsylvania...100	664,900	J. & J.	Jul. '69	Oswego and Syracuse...50	482,400	F. & A.	Aug. '69				
East Tenn. and Georgia...100	1,200,087	J. & J.	Jul. '69	Pacific of Missouri...100	3,614,615	J. A. J. & O.	Oct. '69				
East Tenn. and Virginia...100	1,902,087	J. & J.	Jul. '69	Panama...100	7,000,000	J. A. J. & O.	Oct. '69				

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1886.....	475,641	433,279	385,991	412,521	404,507	498,243	466,898	568,580	633,150	599,670	474,056	388,573	5,696,119
1887.....	377,852	380,190	489,556	407,018	455,102	383,390	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1888.....	404,467	393,251	408,847	388,654	355,255	369,184	343,325	418,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1886.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	150,869	153,294	1,673,706
1887.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,903	252,015	2,770,484
1888.....	280,503	275,288	290,063	258,480	322,278	355,270	335,985	409,251	401,280	357,958	307,919	236,824	3,840,062
1889.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1890.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,909	426,752	359,102	330,169	3,892,861
1891.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	505,746	409,569	361,701	4,608,643
1892.....	339,762	304,828	398,648	351,149	345,556	391,685	353,730	501,067	501,259	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1886.....	140,024	130,225	122,512	126,798	144,985	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1887.....	175,482	243,150	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1888.....	305,554	240,381	289,403	196,580	254,012	321,818	244,121	306,231	389,489	307,523	270,078	201,779	3,313,514
1889.....	241,395	183,385	257,230	209,099	277,506	306,663	238,926	317,977	400,941	428,474	345,028	290,268	3,466,922
1890.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	556,403	599,549	442,275	377,053	4,358,614
1891.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	501,209	424,589	438,435	4,797,464
1892.....	351,767	319,441	645,789	362,900	419,100	508,000	440,300	480,900	579,000	.....	.....	.....	.....
Chicago and Northwestern:													
1886.....	278,876	317,839	390,355	421,383	468,830	565,145	480,710	519,306	609,605	551,122	435,945	407,688	2,811,544
1887.....	541,005	482,164	490,293	468,558	585,023	747,942	702,691	707,508	945,707	932,583	754,671	547,842	6,114,566
1888.....	523,566	399,917	526,745	537,519	858,948	925,983	808,524	797,475	1,000,085	1,200,216	1,010,892	712,369	9,296,430
1889.....	606,147	574,664	765,398	774,279	895,712	895,658	858,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1890.....	724,890	857,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	15,584,471
1891.....	892,092	830,286	1,142,166	1,112,190	1,268,444	1,268,284	1,107,166	1,082,814	1,321,139	.....	.....	.....	.....
1892.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1893.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,812	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1894.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1886.....	190,130	236,637	181,084	191,648	204,246	269,282	261,079	352,780	414,543	410,336	372,593	359,463	3,445,827
1887.....	299,944	271,085	275,643	289,224	334,677	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1888.....	327,900	416,588	459,762	423,797	406,373	510,100	423,678	640,179	798,238	861,391	657,141	603,402	6,329,447
1889.....	571,536	628,972	616,665	616,008	490,573	617,682	578,403	747,469	738,736	641,589	643,887	618,088	7,181,200
1890.....	603,053	505,266	505,465	411,806	569,250	567,079	480,626	578,253	571,343	661,971	588,210	504,066	6,546,741
1891.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,100,992
1892.....	587,443	585,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	695,401	681,041	7,817,022
1893.....	681,656	585,783	711,559	595,355	655,047	740,949	601,794	790,322	915,021	.....	.....	.....	.....
Marquette and Cincinnati:													
1886.....	90,411	85,447	84,351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1887.....	94,136	78,976	92,910	92,768	90,528	96,535	106,594	114,710	121,217	142,823	132,387	123,383	1,278,713
1888.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,204,096
1889.....	95,517	91,606	98,568	109,526	111,033	118,048	114,496	129,388	140,473	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1886.....	248,784	230,608	557,227	268,613	264,935	241,236	189,145	228,012	308,106	375,567	332,360	248,048	3,302,543
1887.....	304,445	256,445	338,454	330,051	267,128	316,255	278,891	358,862	402,219	407,407	448,934	411,806	4,120,152
1888.....	363,996	363,361	413,974	365,180	351,459	387,095	301,613	418,575	486,808	524,760	495,072	351,790	4,626,727
1889.....	312,846	277,234	412,715	413,970	418,024	384,684	338,568	384,401	429,177	496,655	429,546	352,218	4,665,828
1890.....	305,857	311,088	395,372	406,248	557,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,665,828
1891.....	362,021	338,335	378,735	452,429	599,300	365,117	308,502	437,000	521,328	643,886	436,399	437,603	4,981,158
1892.....	385,901	357,409	455,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	.....	.....	.....	.....
Michigan Central:													
1886.....	230,159	159,658	151,902	175,096	184,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1887.....	242,073	245,858	236,432	238,495	236,463	206,221	198,328	215,440	308,168	375,488	339,794	306,186	3,168,065
1888.....	252,435	275,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,940
1889.....	306,324	279,137	344,228	337,241	401,456	366,665	324,966	413,501	476,661	490,694	447,670	328,870	4,526,550
1890.....	282,439	265,796	337,158	343,737	365,190	355,083	324,966	359,646	429,161	493,640	414,604	308,669	4,286,115
1891.....	304,095	283,661	375,210	392,783	335,962	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1892.....	343,316	304,315	328,580	415,768	309,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,669,251
1893.....	384,120	320,636	396,527	411,514	403,646	366,623	329,950	353,569	473,546	.....	.....	.....	.....
Milwaukee and St. Paul:													
1886.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	493,323	5,683,008
1887.....	369,228	321,203	333,508	456,412	565,718	458,191	423,398	522,682	1,024,045	1,087,464	556,917	468,880	6,517,946
1888.....	454,130	390,223	420,774	460,287	630,844	678,900	586,341	825,363	724,514	.....	.....	.....	.....
New York Central:													
1886.....	557,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,424	1,526,830	1,486,356	1,117,858	14,575,128
1887.....	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,145,216
1888.....	901,671	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1886.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,566	332,400	278,006	346,243	275,950	3,311,077
1887.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,705,005
1888.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	275,701	310,762	302,426	281,613	3,580,593
1889.....	242,793	219,065	279,647	284,729	282,939	240,135	254,633	322,521	365,371	419,232	1,190,955	702,685	4,559,519
1890.....	211,973	231,551	265,905	252,149	204,020	217,082	194,455	287,557	307,122	283,329	274,637	223,861	2,964,041
1891.....	180,369	210,090	221,459	214,409	218,639	223,236	192,364	275,220	292,803	.....	.....	.....	.....
Philadelphia and Reading:													
1886.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,822	4,688,887
1887.....	335,685	301,834											

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.	Market Price.	* Indicates that no interest is paid.		Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1869.													
Loan of June 14, 1858.....registered	30,000,000	5	Jan. & July.	1874	1184		Massachusetts—Western R. R. Loan, sterling	3,578,608	5	April & Oct.	'88-'88	115	
Loan of June 22, 1860.....registered coupon	7,022,000	5	"	1874	1144		—Troy and Greenfield Loan, stg.	3,508,580	5	"	'88-'88	115	
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,600	6	"	1871	124		—Eastern R. R. Loan.....dollar	1,166,500	6	Jan. & July.	'69-'71	104	
and March 3, 1863.....coupon		6	"	1871	119		—Nor. & Wore. R. R. Loan	400,000	6	"	1877		
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	119		—B. H. & Erie R. R. Loan, stg.	290,400	6	"	1900		
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,000	6	July.	1881	119		—State Scrip (var.).....	171,000	5	Various.	1870		
Loan of March 3, 1864 (5-20s).....registered	3,882,500	6	May & Nov.	1882	1154		—Union Fund Loan of 1861.....	125,000	5	April & Oct.	1872		
Loan of June 30, 1864 (5-20s).....registered	125,561,300	6	"	1884	115		—Bounty Fund Loan of 1863.....	244,000	5	Various.	1873		
Loan of March 3, 1865 (5-20s).....registered	203,327,250	6	"	1884	119		—Back Bay Loan of 1862-'63.....	162,000	6	June & Dec.	'70-'72		
.. 2d series (5-20s).....registered	332,908,950	6	"	1885	115		—Bounty Fund Loan of 1863.....	50,000	6	Jan. & July.	1877		
.. 3d series (5-20s).....registered	379,588,950	6	"	1887	117		—Coast Defense Loan of 1863.....	650,000	6	"	1871		
.. 4th series (5-20s).....registered	42,539,350	6	"	1888	117		—War Fund 5-20 Loan.....	725,000	6	"	'74-'75	119	
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904	108		—Three Years' Loan.....	1,430,000	6	"	1876		
Union Pacific R. R. Bonds.....(currency)	61,180,320	5	Jan. & July.	'95-'99	107		—Michigan—Sault Canal Bonds.....	600,000	5	May & Nov.	'77-'78		
Certificates of Mar. 2, 1867, and July 2, 1868.....	50,545,000	3	Jan. & July.	1872	64		—Renewal Loan.....	220,000	6	Jan. & July.	1879		
Navy Pension Fund of July 23, 1868.....	14,000,000	3	Jan. & July.	1872	64		—Bounty Loan.....	200,000	6	Jan. & July.	1883		
Loans of 1842, 1847 and 1848.....	78,850	6	Jan. & July.	1872	64		—Mississippi—State Bonds (for banks).....	4,000,744	5	May & Nov.	1894		
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	5	Jan. & July.	1872	64		—Missouri—State Bonds proper.....	4,379,500	5	Jan. & July.	1894		
Treasury Notes prior to 1857.....	103,615	var.	Jan. & July.	1872	64		—Consols. (interest).....	13,734,000	6	Jan. & July.	1887		
Treasury Notes of 1857, '61 and '63.....	311,452	7.3	Jan. & July.	1872	64		—Railroad Loans.....	1,589,000	7	"	'82-'90	97	
Treasury Notes (7-30s).....	951,000	6	Jan. & July.	1872	64		—S. W. Pacific, guar.....	3,000,000	6	"	'81-'85	89	
Certificates of Indebtedness.....	12,000	6	Jan. & July.	1872	64		—Han. and St. Jo. R. R. Loan.....						
Compound Interest Notes of 1863 and 1864.....	2,640,770	var.	Jan. & July.	1872	64		—Nebraska—(No Account).....						
Temporary Loan of June 30, 1864.....	183,010	var.	Jan. & July.	1872	64		—Nevada—(No Account).....						
U. S. Notes (greenbacks).....	356,114,613	var.	Jan. & July.	1872	64		—New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	'69-'78	81	
Fractional Currency.....	33,001,298	var.	Jan. & July.	1872	64		—.. .. of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	90	
State Securities, latest dates.							—.. .. of Oct. 1, 1865.....	1,267,000	6	April & Oct.	'69-'74	90	
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	64		—.. .. of July 1, 1866.....	500,000	6	Jan. & July.	1869		
.. .. (extended).....	2,414,800	5	Jan. & July.	'83-'85			—New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'80-'84	103	
.. .. (sterling).....	770,500	6	Jan. & July.	'70-'86			—.. .. of 1863 (free).....	1,002,900	6	"	'80-'86		
.. .. (extended).....	732,800	5	"	1886			—.. .. of 1864.....	593,409	6	"	'97-'02		
.. .. (new).....	660,200	8	"	'94-'95	92		—New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870		
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861			—.. ..	800,000	6	"	1873		
.. .. (State Bank).....	440,000	6	Jan. & July.	1868			—.. ..	1,189,781	6	"	pleas.		
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	128		—.. ..	900,009	5	"	1875		
.. .. 1860.....	177,500	7	"	1880			—.. ..	348,107	6	"	pleas.		
.. .. Soldiers' Relief Bonds.....	470,500	7	"	'83-'85			—Canal Stocks.....	2,607,300	6	J. A. J. & O.	'672	102	
.. .. Bounty Bonds.....	982,000	7	"	'83-'85			—.. ..	5,728,800	6	"	1873	101	
Connecticut—War Bonds, My, '61 (10 or 20yr).....		6	Jan. & July.	'71-'81	98		—.. ..	2,250,000	6	"	1874	103	
.. .. Oct. '61 (10 or 20yr).....	7,513,392	6	"	'72-'82			—.. ..	500,000	6	"	1875	100	
.. .. Nov., 1863.....		6	"	1883	99		—.. ..	900,000	6	"	1874		
.. .. My, '64 (10 or 20yr).....		6	April & Oct.	'74-'78			—.. ..	2,035,800	5	"	1874		
.. .. May 1, 1865, (free).....		6	"	1885			—Bounty Stock.....	3,757,000	7	Jan. & July.	1877	107	
.. .. (various) registered	867,500	6	Various.	Var.			—.. .. Bonds.....	22,186,000	7	"	1877	107	
Florida—State Bonds.....	500,000	8	Jan. & July.	Var.			—North Carolina—State Bonds (old).....	8,511,000	6	J. & J. O. A. & O.	'69-'91	48	
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	21		—.. .. (new).....	3,059,045	6	"	'92-'98	44	
.. .. (Act March 12, 1866).....	176,000	7	May & Oct.	1870			—.. .. (Chatham R. R.).....	3,200,000	6	Jan. & July.	1900		
.. .. (W. & A. R. R.).....	3,164,500	7	Jan. & July.	1886			—.. .. (funding).....	2,439,900	6	Jan. & July.	1898		
.. .. (sterling).....	1,519,000	6	"	'68-'74	84		—Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100	
.. .. (Atl. and Gulf R. R.).....	75,000	6	May & Oct.	1874			—.. ..	1,600,000	6	"	1875	100	
.. .. (sterling).....	734,000	6	Feb. & Aug.	'78-'86			—.. ..	4,095,309	6	"	1881	102	
Illinois—New Internal Improvement Stock.....	1,635,954	5	Mar. & Sept.	1869			—.. ..	2,400,000	6	"	1886	103	
.. .. Interest Bonds.....	996,649	6	Jan. & July.	1870			—Union Loan (Columbus).....	400,000	6	May & Nov.	1871		
.. .. Liquidation Bonds.....	193,400	6	"	1877	100		—Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884		
.. .. Refunded Stock.....	985,900	6	"	1865			—.. .. Relief Bonds.....	82,142	7	"	1874		
.. .. Thornton Loan Bonds.....	104,000	6	"	'69-'77			—Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.		
.. .. War Loan Bonds.....	543,200	6	"	1879	101		—.. ..	1,642,128	5	Jan. & July.	1870	99	
.. .. Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870			—.. ..	4,724,000	5	Various.	'72-'82	92	
.. .. (registered).....	535,367	6	"	1870			—.. ..	112,000	4	Jan. & July.	1882		
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97		—.. ..	400,000	6	April & Oct.	1879		
.. .. War Loan Bonds.....	210,000	6	May & Nov.	1888			—.. ..	4,907,150	6	Feb. & Aug.	1872	103	
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868			—.. ..	7,909,600	6	"	1877	107	
.. .. War and Defense Bonds of 1861.....	300,000	7	"	1881			—.. ..	9,273,050	6	"	1882	108	
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97			—.. ..	910,200	5	"	'72-'87		
.. .. Territorial Debt Bonds.....	100,000	6	July.	'83-'84			—.. ..	2,820,750	5	"	1871	100	
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100		Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99	
.. ..	339,000	6	May & Nov.	1879			.. .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99	
.. ..	160,000	5	April & Oct.	'69-'73			.. .. of 1863.....	214,000	6	April & Oct.	1883	99	
.. .. Military Bonds.....	635,000	6	Various.	'80-'93	94		.. .. of 1863.....	776,000	6	Jan. & July.	1893	99	
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893			.. .. of 1864.....	881,000	6	Feb. & Aug.	1894		
.. .. (Railroads).....	2,092,000	6	Various.	'69-'06	69		South Carolina—Fire Loan, 1833.....	314,454	6	J. A. J. & O.	1870		
.. .. (Charity Hospital).....	86,000	6	Mar. & Sept.	1872			.. .. (stg.).....	484,445	5	"	1868		
.. .. (Levees).....	1,000,000	6	Various.	1866	65		.. .. State House Loans.....	2,386,000	6	Jan. & July.	'71-'90		
.. .. (1867).....	2,414,000	6	May & Nov.	1907			.. .. Blue Ridge R. R.....	1,000,000	6	"	'75-'79		
.. .. (Funding).....	3,000,000	8	"	1908	83		.. .. Funding Bonds.....	1,282,971	6	"	'70-'90	65	
Maine—Civil Loans.....	494,800	6	Various.	'86-'88			Tennessee—State Bonds.....	1,398,640	5	April & Oct.	Var.		
.. .. War Loan of 1861.....	250,000	6	Mar. & Sept.	'69-'74			.. ..	289,180	5	"	"		
.. .. 1863.....	171,000	6	Various.	'75-'78			.. ..	1,706,000	5	"	"		
.. .. 1864.....	800,000	6	"	1871	99		.. .. Railroad Loans.....	25,903,000	6	Jan. & July.	long.	61	
.. .. Bounty Loan of 1863.....	2,832,500	6	June & Dec.	1889	98		.. .. Railroad Endorsements.....	2,172,000	6	"	Var.		
Maryland—Sterling Bonds of 1868.....	802,000	5	Feb. & Aug.	1880	98		.. .. Funding Bonds.....	4,677,950	6	"	"	60	
.. .. converted.....	2,252,112	5	J. A. J. & O.	1865			Texas—No legal debt.....						
.. .. Currency Bonds of 1837.....	1,214,580	5	"	'80-'90			Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100	
.. .. 1827.....	24,000	5	"	'80-'90			.. .. Certificates.....	201,000	6	"	'71-'78		
.. .. 1834-'35.....	1,438,428	5	"	1890	96		Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	45	
.. .. 1838-'39.....	525,000	5	"	'70-'85			.. .. Bonds.....	10,963,000	6	"	"		
.. .. 1838-'39.....	46,282	5	"	'80-'90			.. .. stg.....	2,331,500	5	"	"		
.. .. Defense Loan of 1864-'65.....	2,040,100	5	"	1890			.. .. Funding Stock.....	2,880,801	5	"	1870	55	
.. .. Relief Loan of 1867.....	100,000	6	"	1883	101		.. .. Bonds.....	3,446,000	6	"	'80-'90		
		6	"	1873			.. .. Guaranteed Bonds.....	1,735,380	6	"	Var.		
		6	"	1873			West Virginia—No Debt.....						
		6	"	1873			Wisconsin—War Loan Bonds.....	167,300	6	Jan. & July.	'77-'88		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Cape May and Millville:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$200,000	7	April & Oct.	New York.	1879	....
Albany and Susquehanna:							Catawissa:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	1st Mortgage.....	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	Cedar Falls and Minnesota:						
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	"	1885	80	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1886	....
Allegheny Valley:							1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....	Cedar Rapids and Missouri River:						
2d Mortgage (floating funded).....	.....	7	"	"	18—	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	86 1/2
Androscongin:							Central Branch Union Pacific:						
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
Atlantic and Great Western:							2d Mortgage Government's subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
1st Mortgage (New York).....	.....	7*	April & Oct.	London.	1879	....	Central of Georgia:						
1st Mortgage (Pennsylvania).....	.....	7*	"	"	1877	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	96
1st Mortgage (Ohio).....	6,000,000	7	"	New York.	1876	....	Central of New Jersey:						
1st Mortgage (Franklin Branch)	.....	7*	June & Dec.	London.	1882	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	97
1st Mortgage (Buffalo Extension)	.....	7*	April & Oct.	"	1884	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	99
1st Mortgage (Silver Creek Br.)	.....	7*	March & Sept.	"	1884	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	96 1/2
2d Mortgage (New York).....	.....	7	April & Oct.	New York.	1881	....	Central Ohio:						
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	78 1/2
2d Mortgage (Ohio).....	.....	7*	Jan. & July.	"	1883	....	Central Pacific of California:						
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	1st Mortgage (on 725 m.) free.....	22,789,000	6*	Jan. & July.	New York.	1895	98
2d Consolidated Mortgage.....	7,000,000	5*	"	"	18—	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	111 1/2
Income Mortgage.....	8,701,806	7	"	"	18—	....	Convertible bonds.....	1,500,000	7*	"	"	1883	108 1/2
Atlantic and Gulf:							National Loan.....	22,789,000	6	"	"	1895	....
1st Mortgage Consolidated.....	2,000,000	7	— & —	New York.	1898	....	Charleston and Savannah:						
Atlantic and St. Lawrence:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Charlotte and South Carolina:						
2d Mortgage.....	1,614,500	6*	April & Oct.	Portland.	1886	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
2d Mortgage, sterling.....	885,500	6*	"	London.	1886	....	Cheraw and Darlington:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
Baltimore and Ohio:							Chesapeake and Ohio (Va. Cent.):						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage for \$10,000,000.....	.....	8	Jan. & July.	New York.	1898	....
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	93	Cheshire:						
Loan of 1850.....	579,500	6	"	"	1880	93	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	89 1/2
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	92	Chester Valley:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61 1/2
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	Chicago and Alton:						
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
Bay de Noquet and Marquette:							1st Mortgage.....	2,400,000	7	Jan. & July.	"	1885	100
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	98
Bellevue:							Chicago, Burlington and Quincy:						
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	108
2d Mortgage.....	16,000	7	"	"	1870	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Bellevue and Snow Shoe:							2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Belvidere Delaware:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	87 1/2	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	80	Chicago and Great Eastern:						
2d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	78	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Blue Ridge, S. Car.:							Income.....	300,000	7	"	"	1895	....
1st Mortgage of \$2,500,000.....	.....	7	Jan. & July.	Charleston.	1898	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	— & —	New York.	1887	....
Sterling Loans.....	2,051,520	6*	April & Oct.	London.	'69-'71	....	Chicago and Milwaukee, (45 m's):						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	....
Boston, Clinton and Fitchburg:							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	92
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	90 1/2
1st Mort. (Conv. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1886	89
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	90 1/2	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	88 1/2
3d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
Sinking Fund Mortgage.....	498,000	6	"	Boston.	1889	88	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000	.....	7	Jan. & July.	"	1899	60 1/2	Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	"	1915	90
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	96
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	95
Wharf purchase bonds.....	200,000	6	"	"	1879	96	1st Mortgage (Peninsula R.R.)..	1,010,000	7	March & Sept.	"	1898	87
Buffalo, Bradford and Pittsburg:							1st Mort. (Chi. & Mil. R. W. 85 m.)	1,098,000	7	Jan. & July.	"	1898	87
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.)	363,000	7	"	"	1888	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & B. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	"	"	1896	94 1/2
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	88	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	New Mortgage.....	254,000	7	"	"	1897	....
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington and Missouri River:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	....	Cincinnati and Indianapolis June:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
3d Convertible bonds.....	958,545	8	"	"	1880	74 1/2	1st Mortgage (Newcastle Br.)..)						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	96
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	84
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867	....	5th Mortgage.....	928,500	7	June & Dec.	" "	1888	78½
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882	....	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	99½	Starling Loan £800,000.....	4,844,444	6*	March & Sept.	London.	1875	....
2d Mortgage (Clev. & Tol.)....	1,000,000	7	April & Oct.	" "	1886	....	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	700,000	7	April & Oct.	" "	1875	....
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	....
Consol. 1st Mortgage sfg fund..	15,000,000	7	April & Oct.	New York.	1908	77½	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1882.....	350,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	821,000	7	May & Nov.	New York.	1880	74	1st Mortgage of 1884.....	740,000	7	May & Nov.	" "	1890	....
Income Bonds.....	1,243,000	7	" "	" "	1881	....	Rockville Extension 1st Mort...	150,000	7	Feb. & Aug.	" "	1881	....
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	282,500	7	Jan. & July.	New York.	1897	....	1st Mortgage.....	200,000	7	" "	Providence.	18—	....
Consol. 2d Mortgage sfg fund..	5,000,000	7	Feb. & Aug.	" "	1909	....	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	....
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	....
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87½	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	296,000	7	" "	" "	76-77	....	2d Mortgage.....	1,019,000	7	Feb. & Aug.	New York.	1882	96
Connecticut River:							Grand Rapids and Indiana:	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
Connecting:							Grand River Valley:						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1906	87½	1st Mortgage guaranteed.....	1,000,000	8	Jan. & July.	New York.	1886	....
Cumberland and Pennsylvania:							Grand Trunk (Ca.):						
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	....	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	....
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885	....	2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	....
Cumberland Valley:							3d Preference Stock.....	3,414,094	4*	" "	" "	18—	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	4th Preference Stock.....	25,692,860	4*	" "	" "	18—	....
2d Mortgage.....	109,500	8	" "	" "	1904	....	Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	....
Danbury and Norwalk:							Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880	....	Great Western of Canada:						
Danv. Urbana, Blooming & Pekin:							Government Loan £573,688.....	2,782,387	6*	" "	Ottawa.	....	....
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	....	Mortgage Bonds £615,200.....	2,983,720	6*	" "	London.	73-76	....
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	5*	" "	" "	77-78	....
1st Mortgage sinking fund.....	2,604,000	7	Jan. & July.	New York.	1881	....	Stock Debentures £46,700.....	226,500	5*	" "	" "	irred.	....
2d Mortgage.....	642,000	7	March & Sept.	" "	1884	....	Great Western of Illinois:						
Toledo Depot Mortgage.....	169,500	7	" "	" "	81-94	....	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1863	100
Dayton and Union:							1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	1st Mortgage (General).....	1,455,000	7	" "	" "	1888	85
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	82
Income Bonds.....	252,445	6	" "	" "	1879	....	Greenville and Columbia:						
Dayton and Western:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	Jan. & July.	" "	1906	....	Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	....
D. & W.:							Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	102
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	89½	Eight per cent. Loan.....	860,000	8	" "	" "	18—	....
Guaranteed Bonds.....	100,000	6	" "	" "	1875	....	Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	....
State Loan.....	170,000	6	" "	" "	1876	....	Ten per cent. Loan.....	500,000	10	" "	" "	1869	....
Extension Mortgage.....	100,000	6	" "	" "	1880	....	1st Mort. (Quincy and Palmyra).	500,000	8	" "	" "	18—	....
D. & W. Lackawanna & Western:							1st Mort. (Kan. City & Cameron)	1,200,000	10	" "	" "	18—	....
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	Harrisburg and Lancaster:						
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	97	1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
2d Mort. (General) for \$2,000,000.	1,633,000	7	March & Sept.	" "	1881	90	Hartford and New Haven:						
D. & M. Valley:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage (on 154 miles)....	2,310,000	8	April & Oct.	New York.	1877	....	Hartford, Providence and Fishkill:						
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....	1st Mort. (R. Island 26.32 m.)..	481,000	7	Jan. & July.	Providence.	1876	....
D. & M. Milwaukee:							1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	Hempfield:						
2d Mortgage.....	1,000,000	8	" "	" "	1875	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....	Housatonic:						
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Bonds of June 30, 1886, (cond.)	1,011,639	6	" "	" "	1886	....	2d Mortgage.....	100,000	7	" "	" "	1885	....
Detroit, Mon. & Tol. (M.S. & N.L.)							Houston and Texas Central:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	....	1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Detroit and Pontiac (Det. & Mil.):							Hudson River:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	....	1st Mortgage.....	1,938,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage.....	150,000	7	April & Oct.	" "	1878	....	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	102
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	....	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Dubuque and Sioux City:							Huntington and Broad Top Mt.:						
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	90	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	83
1st Mortgage (construction).....	660,000	7	" "	" "	1894	....	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	33
Dubuque Southwestern:							Illinois Central:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	Construction.....	3,955,000	7	April & Oct.	New York.	1875	119
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	....	Construction.....	437,500	6	" "	" "	1875	....
East Brandywine & Waynesburg:							Redemption.....	2,560,500	6	" "	" "	1890	....
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	....	Redemption, sterling.....	2,424,500	6*	" "	London.	1875	....
East Pennsylvania:							Illinois and Southern Iowa:						
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
East Tennessee and Georgia:							Indianapolis, Cin. and Lafayette:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	....
Tennessee Loan (1866).....	430,277	6	" "	" "	1898	....	1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1883	....
Mortgage (old).....	640,000	6	" "	" "	1880	....	Indianapolis, Crawfordsv. & Danv.:						
Mortgage (new).....	136,400	7	" "	" "	1880	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1883	....
East Tennessee and Virginia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	....	1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	....
Tennessee Loan (1866).....	600,000	6	" "	" "	1896	....	Iowa River:						
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—	....	1st Mortgage (Eldora R. R.)....	272,000	7	Jan. & July.	New York.	1886	....
Eastern:							Jackson, Lansing and Saginaw:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72	....	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
2d Mortgage, (convert. sterling)..	420,000	5*	Jan. & July.	London.	1872	....	Jeffersonville (J. M. & I.):						
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	65½	2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	....
1st Mortgage, (Essex Railroad)...	214,000	6	Jan. & July.	" "	1876	....	Jeffersonville, Madison & Indian:						
Bonds of 1868.....	500,000	6	March & Sept.	" "	1889	96	1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	....
Edgetfield and Kentucky:							Joliet and Chicago:						
Tennessee Loan.....	670,000	8	Jan. & July.	New York.	18—	....	1st Mortgage, guaranteed, S. F.	500,000	5	Jan. & July.	New York.	1888	....
Elmira and Williamsport:							Joliet and Northern Indiana:						
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	89	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....
Income Bonds.....	670,000	8	April & Oct.	" "	1872	90	Junction, Philadelphia:						
European and North American:							1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	....
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1880	....						

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
				When.	Where.						When.	Where.		
96	Kentucky Central:							Mobile and Montgomery:						
94	1st Mort. (Covington & Lexing.)	\$123,000	7	— & —	New York.	1873	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
84	2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	Mobile and Ohio:						
79	3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	1st Mortgage, Sterling.....	4,593,000	6	May & Nov.	London.	1882	52
	Kookuk and St. Paul:							1st Mortgage, Sterling.....	1,669,300	6	Jan. & July.	New York.	1891	19
	1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94	Tennessee Loans.....	388,900	8	May & Nov.	Mobile.	1897	38
	Knoxville and Charleston:							Income of '61, '62, '65 and '67...	555,421	8	"	New York.	1874	38
	Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Liquidation (10 year) bonds.....	697,900	8	"	Mobile.	1882	38
	Knoxville and Kentucky:							Interest bonds.....	129,000	8	March & Sept.	New York.	1886	....
	Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and Eufala:						
	Tenn. State Loan (new).....	800,000	6	"	"	1898	....	1st Mortgage, endorsed by Ala..	100,000	8	Jan. & July.	New York.	1871	....
	Lackawanna and Bloomsburg:							Montgomery and West Point:	306,900	8	"	"	1876	....
	1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Income Bonds.....	719,500	8	"	"	1881	62
	1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Mortgage Bonds.....	6,000,000	7	May & Nov.	New York.	1915	90
	2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	90
	2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	Nashville and Chattanooga:						
	Lake Erie and Louisville:							1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
	1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	....	Tenn. State Loan.....	150,000	6	"	"	1892	....
	Lawrence:							Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
	1st Mortgage.....	360,000	7	"	Pittsburg.	1896	....	Nashville and Decatur:						
	Lehigh and Lackawanna:							Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	1900-92	....
	1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	87	Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
	Lehigh Valley:							2d Mortgage.....	500,000	6	"	New York.	1887	....
	1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95	Nashville and Northwestern:						
	New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	95	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	1888-94	....
	1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	2d Mortgage.....	792,050	6	"	"	71-88	....
	Little Miami:							Naugatuck:						
	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
	Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	Newark and New York:						
	Little Schuylkill:							1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
	1st Mortgage, sinking fund.....	807,500	7	April & Oct.				Newburg & New York (Oct. 1, '68):	250,000	7	Jan. & July.	New York.	18—	....
	Long Island:							1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	95	New Bedford and Taunton:						
	Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage.....	1,100,000	6	May & Nov.	London.	1867	....
	Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	New Brunswick and Canada:						
	Louisville, Cincln. and Lexington:							1st Mortgage, Sterling \$220,000..	125,000	7	May & Nov.	Philadelphia.	1882	....
	1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	Newcastle and Beaver Valley:	29,500	7	March & Sept.	"	1877	....
	Louisville and Frankfort:							1st Mortgage for \$150,000.....	300,000	7	May & Nov.	New York.	1888	....
	1st Mortgage.....	85,000	6	Jan. & July.	New York.	70-78	....	2d Mortgage for \$100,000.....	450,000	7	Jan. & July.	New Haven.	1860	....
	Louisville Loan.....	100,000	6	"	"	1881	....	New Haven and Darby:	200,000	6	April & Oct.	"	1874	....
	Louisville and Nashville:							1st Mortgage.....	850,000	6	Feb. & Aug.	New York.	76-87	95
	1st Mortgage, Main Stem.....	1,511,000	7	Jan. & July.	New York.	69-77	95	New London Northern:						
	1st Mortgage, Memphis Branch.....	267,000	7	May & Nov.	"	70-75	96	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
	1st Mortgage, Bardtown Branch.....	27,500	7	Jan. & July.	"	1870	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
	1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	80-85	92	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
	Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	86-87	....	N. Orleans, Jackson & Gt. North:						
	Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
	Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	"	1896	....	2d Mortgage for \$1,500,000.....	1,187,000	8	April & Oct.	"	1890	70
	Consolid. 1st mort. for \$8,000,000		7	"	"	1898	90	N. Orleans, Opelousas & Gt. Wtn:						
	Louisville, N. Albany & Clinsaw:							1st Mort. construction (80 m.).....	1,842,000	8	April & Oct.	New York.	1889	46
	1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	2d Mort. (C.F.) for \$1,000,000 (80m.)		8	Jan. & July.	"	1887	....
	Macon and Brunswick:							New York Central:						
	1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	Premium, Sinking Fund Bonds.....	5,946,589	6	May & Nov.	New York.	1883	90
	Mahogany and Broad Mountain:							Funding, Sinking Fund Bonds.....	1,514,000	7	Feb. & Aug.	"	1870	100
	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
	Maine Central:							Bonds for railroad stocks.....	592,000	6	"	"	1883	87
	\$1,100,000 Loan.....	1,095,600	6	Feb. & Aug.	Boston.	90-91	....	Bonds for real estate.....	162,000	6	"	"	1883	83
	\$400,000 Loan.....	307,700	6	June & Dec.	"	70-71	....	Bonds and mortgages.....	58,215	7	various	"	var.	....
	Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1870	120
	3d Mort. (Ponob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	91
	Marietta and Cincinnati:							New York and Flushing:						
	1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	86	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
	1st Mortgage, Sterling.....	1,050,000	7	"	London.	1891	86	New York and Harlem:						
	2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	89	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	90
	Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
	Memphis and Charleston:							New York and New Haven:						
	Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,069,500	6	April & Oct.	New York.	1876	96
	1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	New York, Providence & Boston:						
	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	85	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	73-78	....
	Memphis and Little Rock:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
	Tenn. State, endorsements.....	445,600	6	Jan. & July.	New York.	1890	....	Norfolk and Petersburg:						
	Mortgage (road and land).....	1,390,000	8	May & Nov.	"	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1875	72
	Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	303,000	8	"	"	1875	80
	Michigan Central:							2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
	1st Mortgage, sterling.....	467,489	6	Jan. & July.	London.	1872	....	North Eastern:						
	1st Mortgage, sterling, convertible	500,000	8	March & Sept.	"	1869	....	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
	1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113	2d Mortgage for \$300,000.....	145,000	7	"	"	1865	....
	1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	North Missouri:						
	Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	130	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1896	83
	Michigan Southern & North. Ind.:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
	1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	98	North Pennsylvania:						
	2d Mortgage.....	2,693,000	7	"	"	1877	92	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	88
	Detroit, Mouros & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93	Chattel Mortgage.....	380,000	10	April & Oct.	"	1897	105
	Mifflin and Centre County:							2d Mortgage.....	276,500	7	— & —	"	18—	88
	1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Shore, L. I.:						
	Milwaukee & Chicago, (40 miles):							1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
	2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Northern Central:						
	3d Mortgage, (C. & N. W. R. W.)	10,500	7	June & Dec.	"	1898	....	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
	Milwaukee and St. Paul:							2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1885	87
	1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	90	3d Mortgage, Sinking Fund.....	1,223,000	6	April & Oct.	"	1900	86
	2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	Consol. Mort. for \$6,000,000.....	952,000	6	Jan. & July.	"	1900	....
	1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	100	Northern New Hampshire:						
	2d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	89	Company Bonds of 1894.....	120,600	6	April & Oct.	Boston.	1874	....
	1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	85	Northern New Jersey:						
	Mineral Point:							1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
	1st Mortgage.....	320	10	— & —	New York.	1887	....	North Western Virginia:						
	Mississippi Central:							2d Mortgage (B. & O. R. R. Co.)	451,500	6	Jan. & July.	Baltimore.	1873	96
	1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	72	3d Mortgage (B. & O. R. R. Co.)	155,000	6	"	"	1895	....
	2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	49							
	Tenn. State Loan.....	1,278,980	8	Jan. & July.	"	1892	....						
	Mississippi and Tennessee:													
	1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....						
	2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1890	....						
	Tennessee State Loan.....	417,800	6	"	"	1892	....						
	Mobile and Girard:													
	1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coln."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
North Carolina:								Portland and Kennebec:							
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	....	
New Loan for \$800,000.....		8	"	"	1887	....	Consolidated Bonds.....	300,000	6	"	"	"	1895	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:								
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100		
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	101½	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	"	1912	....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	"	1912	96	
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	92	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	"	1912	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	92	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	"	1912	....
2d Mortgage, W. Div.....	550,000	7	"	"	1874	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	"	1912	....
Consolidated Mort. for \$6,000,000	1,662,000	7	Jan. & July.	"	1898	83	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	"	1912	....
Consolidated Mort. sterling.....	83,420	7	"	London.	1898	83	3d Mortgage.....	2,000,000	7	April & Oct.	"	"	1912	92	
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds.....	163,000	7	May & Nov.	"	"	1876	....
1st Mortgage.....	\$,170,000	7	Jan. & July.	Philadelphia.	1897	....	Placerville and Sacramento:								
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....	
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	....	1st Mortgage.....	525,000	10*	"	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	93½	Providence, Warren and Bristol:								
Company Bonds.....	1,688,000	7	Feb. & Aug.	"	1877	100½	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....	
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....	
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	Quincy and Toledo:								
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	73½	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....	
3d Mort. " " "	573,500	6	May & Nov.	Richmond.	1873	83½	Raritan and Delaware Bay:								
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	70½	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....	
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	73	2d Mortgage.....	250,000	7	"	"	1888	....	
Va. State Loan.....	249,962	6	"	"	1887	....	Equipment Bonds, convertible.....	294,000	7	"	"	1876	....	
Oswego Valley:							Reading and Columbia:								
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....	
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....	
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1916	....	Rensselaer and Saratoga:								
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....	
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....	
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....	
2d Mortgage.....	375,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....	
Pacific of Mo.:							Richmond and Danville:								
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	90	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....	
St. Louis Loan.....	700,000	6	"	"	'71-'73	90	Bonds guaranteed by Virginia.	161,600	6	"	"	'75-'76	73		
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97½	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'80	....	
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'80	....	
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rich., Fredericksburg & Potomac:								
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	....	
2d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872	....	Company Bonds, dollar.....	172,900	7	"	Richmond.	1875	....	
Paterson and Newark:							Richmond and Petersburg:								
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Company Bonds (coup. & reg.).....	130,500	7	June & Dec.	N. Y. & Rich.	1875	....	
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....	
1st Mortgage endorsed.....	100,000	7	— & —	New York.	1877	....	Richmond and York River:								
Peninsula (C. & N. W.):							1st Mortgage.....	600,000	8	— & —	New York.	18—	....	
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96	Ronoke Valley (R. & Dan.):								
Pennsylvania:							1st Mortgage.....	100,800	7	Feb. & Aug.	Richmond.	'69-'78	....	
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	97	Rockford, R. Island & St. Louis:								
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	97	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96		
3d Mort. { " " " }	2,283,840	6	"	London.	1875	94½	Rock Island and Peoria:								
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,384,000	7	— & —	New York.	18—	....	
State lien on whole property.....	6,232,755	5	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensburg:								
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....	1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	100		
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	767,500	7	March & Sept.	"	1880	....	
1st Mortgage guaranteed.....	2,697,000	7	— & —	Philadelphia.	18—	90½	1st Mort. (Potomac & Watert.).....	511,500	7	June & Dec.	"	'69-'74	....	
Pensacola and Georgia:							Rutland and Burlington:								
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	140½		
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60		
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:								
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....	
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	....	
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:								
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....	
Perklemen:							2d Mortgage (in Iowa 52 m.).....	150,000	10	"	"	1893	....	
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—	....	2d Mortgage (" " ").....	600,000	7	— & —	"	1882	....	
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:								
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	92½		
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....	
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....	
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	75		
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....	
1st Mortgage (General).....	5,000,000	6	"	"	1881	90	St. Louis and Iron Mountain.....								
2d Mortgage.....	4,000,000	7	"	"	1901	90½	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	80		
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	82½	St. Louis, Jacksonville & Chicago:								
Philadelphia, Germant. & Norist.							1st Mortgage (\$15,000 per mile).	2,355,000	7	April & Oct.	New York.	1884	96		
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....	
Philadelphia and Reading:							St. Louis and St. Joseph:								
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	100½	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	....	
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandalia & T. Haute:								
Bonds of 1836-43-44-48 and 49..	2,497,300	6	"	"	1880	89	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	
Bonds of 1857, convertible.....	171,500	6	"	"	1886	96	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	....	
Bonds of 1836, Sterling.....	182,400	6*	"	London.	1880	96	St. Paul and Chicago.....								
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....	
Bonds of 1868 for renewals.....	477,500	5	April & Oct.	"	1893	....	St. Paul and Pacific 1st Division:								
Mort. bonds of '68, clear of taxes	2,265,000	7	"	Philadelphia.	1893	101	1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892	....	
Philadelphia and Trenton:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....	
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868	....	2d Mortgage and Land Grant.....	1,300,000	7	June & Dec.	"	1892	....	
Philadelphia, Wilmington & Balt.:							General Mort., stg. for \$780,000.....		7*	Jan. & July.	London.	18—	....	
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	General Mort., dol. for \$2,020,000		7	"	New York.	18—	....	
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	....	St. Paul and Sioux City:								
Bonds of 1867.....	945,000	6	"	"	1887	....	1st Mortgage for \$16,000 p. m.....	100,000	7	Jan. & July.	New York.	1896	....	
Pittsburg, Cincinnati & St. Louis:							Salem:								
1st Mortgage, guaranteed.....	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....	
Pittsburg and Connellsville:							Salem and Lowell:								
1st Mort. (Turtle Creek Div.).....	400,000	6	Feb. & Aug.	New York.	1889	89½	1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1876	96½		
1st Mort. (new) for \$4,000,000.....		7	Jan. & July.	Baltimore.	1899	....	Sandusky, Mansfield and Newark:							</	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880		Consolidated Mort.—1st class ..	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	
2d Mortgage.....	71,000	7	— & —	"	1870		" " 2d class ..	850,000	6	" " or	"	1890	
Seima and Meridian:							" " 3d class ..	154,000	7	Jan. & Jul.	"	1890	
1st Mortgage.....	78,873	—	— & —	"	—		" " 4th class ..	1,263,000	7	"	"	1890	
2d Mortgage.....	52,000	—	— & —	"	—		Virginia and Tennessee:						
3d Mortgage.....	665,000	—	— & —	"	—		1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	
Seima, Rome and Dalton:							2d Mortgage.....	23,500	6	"	"	1888	64
1st Mort. (Ala. and Tenn. River)	538,300	7	Jan. & July.	New York.	1872		3d Mortgage (Enlarged).....	900,000	6	"	"	1884	60
2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1864		Income Bonds.....	138,500	6	"	"	1885	
Gen. Mort. (S.E. & D.) free of tax	5,000,000	7	April & Oct.	"	1887		Funding Bonds (\$1,000,000).....	734,000	8	"	"	1890	72
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1870	
Shenoygan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884		1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	
Soux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,028,320	7	April & Oct.	New York.	1898		1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	
2d Mortgage (Gov. subsidy).....	1,028,320	6	Jan. & July.	"	1898		West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874		West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	"	"	1876		1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	582,000	8	April & Oct.	"	1878	90
1st Mortgage, reconstruction ..	55,000	7	March & Sept.	New Haven.	1890		West Jersey:						
South Carolina:							Loan of 1883 for \$1,000,000 ..	238,000	6	March & Sept.	Philadelphia.	1883	91
Sterling Bonds £452,9124.....	2,612,944	5*	Jan. & July.	London.	'71-'85		Loan of 1894 for \$1,000,000 ..	983,500	6	Jan. & July.	"	1894	
Sterling Bonds £59,0814.....	292,368	5*	"	Charleston.	'71-'85		Western (Boston and Albany).						
Domestic Bonds.....	418,010	6	"	"	'73-'74		Sterling Loans, £390,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	97
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72		Dollar Bonds.....	708,000	6	"	Boston.	1875	97
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91		Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
1st Mort. (\$16,000 p.m.) endorsed		8	— & —	New York.	1889		2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	82
South Shore:							2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	51
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887		Western Union:						
2d Mort., guar. by Petersburg ..	300,000	6	"	Petersburg.	'70-'75	65	1st Mortgage for \$5,000,000 ..	4,000,000	7	Feb. & Aug.	New York.	1896	
3d Mort. (for City Point R. R.) ..	175,000	6	"	"	'65-'68		Whitehall and Plattsburg:						
4th Mortgage.....	317,000	6	"	"	'70-'72		1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	
Consol. Mortgage.....		8	"	New York.	'84-'90		Wicomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887		Wilm., Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	
1st Mortgage.....	430,000	8	various.	Macon.	'75-'86		1st Mortgage guar. by State.....		8	"	"	1897	75
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871		1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	
Southern Minnesota:							2d Mortgage, 2d pref.....	146,000	7	"	"	1886	
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888		1st Mortgage, 3d pref.....	528,000	7	"	"	1886	
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	"	1873	
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871		Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886		2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	
Sterling Mountain:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1890	91
1st Mortgage.....	350,000	7	— & —	New York.	1874		York and Cumberland (N. Cent.):						
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875		2d Mortgage.....	25,000	6	Jan. & July.	"	1871	
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880		3d Mortgage.....	500,000	6	"	"	1877	
Syracuse, Binghamton and N. Y.:							CANAL BONDS.						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876		Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	91
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—		Chesapeake and Ohio:						
Sussex:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	200,000	6	— & —	New York.	18—		Sterling, guaranteed.....	4,375,000	5*	"	London.	1890	
Tioga:							Preferred Bonds.....	1,099,500	6	Jan. & July.	Baltimore.	1885	
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Delaware Division:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (K. Div.).....	1,000,000	7	June & Dec.	New York.	1894	84	Delaware and Hudson:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	83	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886		1st Mortgage (new).....	1,500,000	7	May & Nov.	"	1877	
Toledo, Wabash and Western:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	88	Erie of Pennsylvania:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890		1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1885	
2d Mort. (Tol. & Wabash 75 m.) ..	1,000,000	7	May & Nov.	"	1878	82	Interest Bonds.....	161,960	7	"	"	18—	
2d Mort. (Wab. & West. 167 m.) ..	1,500,000	7	"	"	1871		Illinois and Michigan:						
Equipm't Bonds (T. & W. 75m.) ..	600,000	7	"	"	1883	79	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	
Consol. M. (T. W. & W. 499 m.) ..	2,332,000	7	F. M. A. & N.	"	1907	85	Ill. State bonds, sterling, reg....	500,967	6*	"	"	1870	
Troy and Boston:							Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887		Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	
2d Mortgage.....	300,000	7	April & Oct.	"	1885		Lehigh Coal and Navigation:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875		1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	
Convertible Bonds.....	325,000	7	March & Sept.	"	1882		2d Loan.....	5,606,122	6	"	"	1884	81
Troy Union:							3d Loan.....	2,000,000	6	"	"	1897	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	95
2d Mortgage, guaranteed.....	360,000	6	"	"	1878		Convertible Loan.....	1,201,850	6	"	"	1877	82
Union Pacific:							Monongahela Navigation:						
1st Mortgage, free.....	25,998,000	6*	Jan. & July.	New York.	'95-'99	82	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	
2d Mortgage (Gov. subsidy).....	25,998,000	6	"	"	'95-'99		2d Mortgage.....	57,000	6	"	"	18—	
Union Pacific—Central Branch:							Morris (and Banking):						
1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1895		1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	"	1895		2d Mortgage.....	302,750	6	"	"	1876	
Union Pacific—Eastern Division:							Boat Loan.....	232,087	6	"	"	1885	80
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895		North Branch:						
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896		1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	"	'95-'97		Schuylkill Navigation:						
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896		1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Land Grant Mort. for \$500,000 ..	361,000	7	March & Sept.	"	'71-'76		2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	66
Income bonds \$10,000 p. m.	4,275,350	7	June 1, '71.	"	1916		Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	61
Vermont Central:							Susquehanna and Tide Water:						
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	80	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	
2d Mortgage.....	1,500,000	7	"	Boston.	1891	36	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1875	57
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	'76-'77	101	Preferred Interest Bonds.....	325,000	6	"	"	1894	
Vermont and Massachusetts:							Union (Pa.):						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	90	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	10
Vermont Valley:							West Branch and Susquehanna:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890		1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	
2d Mortgage.....	114,000	6	"	Boston.	1860		Wyoming Valley:						
3d Mortgage.....	295,200	7	"	New York.	1859		1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	80

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet																								
Years ending	Railroad			Rolling Stock			Property and Assets			Liabilities			Abstract of General Balance Sheet			Operations			Earnings			Value of Shares		
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Market.	Par.	p.c.
Oct. 31, 1898	80.0	36.0	36.0	20	6	31,497	3,221,338	Lackawanna and Bloomsburg	Penn.	3,221,338	1,385,000	2,248,000	68,616	29,006	80.0	532,181	80.0	22,787	11,332,678	842,667	302,838	7	100	100
Jan. 30, 1898	27.0	2.0	116.0	3	2	1	2,000,000	Lake Erie and Louisville	Ohio & Ind.	2,000,000	1,211,700	600,000	9,000	29,006	27.0	20,000	100	22,787	11,332,678	842,667	302,838	7	100	100
Jun. 30, 1898	95.5	55.0	55.0	84	68	31,063	4,008,537	Lake Shore (C. P. & A.)	Pa. and Ohio	4,008,537	8,947,650	2,600,000	consolidated	29,006	95.5	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Jun. 30, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Oct. 31, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Nov. 30, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Dec. 31, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Jan. 30, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Feb. 28, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Mar. 31, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Apr. 30, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
May 31, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Jun. 30, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Jul. 31, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Aug. 31, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Sept. 30, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Oct. 31, 1898	105.0	141.3	126.6	186	102	53,635	1,856,102	Lake Shore and Michigan Southern	Ohio	1,856,102	8,947,650	2,600,000	consolidated	29,006	105.0	22,787	100	22,787	11,332,678	842,667	302,838	7	100	100
Nov. 30, 1898																								

Ch. 28, 1869	102.0	12.12	110	North-Eastern	2,142,131	26,176	25,701	1,053,960	846,000	276,937	32,130	102.0	294,164	108,726	100
Dec. 31, 1868	72.0	30	11	North Louisiana and Texas	17,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100
Oct. 31, 1868	141.8	29	11	North Missouri	1,750,000	721,132	799,232	3,150,000	3,463,339	350,000	67.3	421,297	1,208,394	393,240	100

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BONDS

Years ending.	Length equi. single track	Homes & Dummies.	Carr.	COMPANIES.	Cost of Road and Equipment.	Share Capital.		Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount out-standing.	Inter-a. Rate.	Pay-able.	Principal Payable.	Market Price.
						Bonded Debt.	Floating Debt.	Gross.	Net.	Par.	Paid.	Market.										
Sept. 30, '68	7.37	91	12	Albany..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	P. C.	100	100	100	Albany:	40,000	pc	J. & J.	18			
Nov. 30, '68	3.25	12	35	Albany st. Freight (B'ton)..... Pa.	150,000										Bloeker St. & Fulton Ferry:			J. & J.	1872			
Dec. 31, '68	31.00	480	80	Allentown..... Md.	72,074	31,500	29,814	12,191	6,771	3,093	100	100	100	100	Broadway (Brooklyn):	35,000		J. & J.	18			
Sept. 30, '68	22.00	401	50	Baltimore City..... N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	100	100	100	100	Broadway and 7th Avenue:	600,000		J. & D.	1884			
Nov. 30, '68	3.53			Bleeker st. & F.F. (N.Y.C.)..... N.Y.	110,000	110,000			8,800	1,193	6.8	100	100	100	Brooklyn, Bath & Coney I.	80,000		J. & J.	18			
Sept. 30, '68	10.76	162	40	Boston and Chelsea..... Mass.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	100	1st Mortgage			J. & J.	18			
Sept. 30, '68	16.00	701	106	B'way & 7th Av. (N.Y.C.)..... N.Y.	522,895	1,000,000	1,600,000		664,652	184,914	8.0	100	100	100	Brooklyn City:	300,000		J. & J.	1872			
Sept. 30, '68	8.00	101	30	Brooklyn, Bath & Coney L.N.Y.	156,838	99,850	80,000	7,538	24,517	100	100	100	100	100	1st Mortgage			J. & J.	1872			
Sept. 30, '68	74.00	1420	291	Brooklyn City..... N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	100	Brooklyn City & Newtown:	200,000		J. & J.	1878			
Sept. 30, '68	11.00	201	43	Brooklyn City & Newtown N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	100	100	100	100	Brooklyn, Prop. F. & Plath:	300,000		J. & J.	1878			
Sept. 30, '68	6.50	40	12	B'klyn, Prop. F. & Flatb. N.Y.	434,600	254,600	300,000	1,487			100	100	100	100	Brooklyn & Rockaway B'ch:	45,000		J. & J.	18			
Sept. 30, '68	4.28	4	30	B'klyn & Rockaway Beach N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	100	100	100	100	1st Mortgage			J. & J.	18			
Sept. 30, '68	15.21	197	53	Buffalo street..... N.Y.	318,909	50,000	186,000	109,500	99,734	17,427	50	50	50	50	Buffalo street:	186,000		J. & J.	18			
Sept. 30, '68	7.85			Bushwick (Brooklyn)..... N.Y.	264,982	282,200	2,000	5,040	20,508	72	100	100	100	100	1st Mortgage			J. & D.	1881			
Nov. 30, '68	28.52			Cambridge (Boston)..... Mass.	731,671	727,800	150,000	94	89,058	9.0	100	100	100	98	Cambridge (Boston):	160,000		J. & J.	1888			
Sept. 30, '68	1.76	39		Central City (Syracuse)..... N.Y.	29,758	21,130	6,000		18,645	4,097	10	10	10	10	1st Mortgage sinking fund	626,000		J. & J.	1888			
Dec. 31, '68	36.00	561	149	Cen. P. & N.E. (N.Y.C.)..... N.Y.	1,627,021	1,065,200	626,000	33,644	512,982	18,812	100	100	100	100	Central Park, N. & E. River:	626,000		J. & J.	1874			
Oct. 31, '68	9.20			Cincinnati street..... O.	179,635	192,750			227,369	95,876	32.1	50	191	100	1st Mortgage			J. & J.	1874			
Oct. 31, '68	9.00	146	30	Citizens' (10th & 11th sts.) (Ph.) Pa.	234,045	176,000	50,300	7,700	139,864	31,708	24.5	44	44	100	Citizens' (Pittsburg):	56,300		J. & J.	1870			
Dec. 31, '68	6.50			Citizens' (Pittsburg)..... Pa.	179,635	192,750			227,369	95,876	32.1	50	191	100	1st Mortgage			J. & J.	1870			
Sept. 30, '68	14.83	238	18	Coney Island (Brooklyn)..... N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	100	100	100	100	Coney Island and Brooklyn:	218,000		J. & J.	1873			
Sept. 30, '68	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	772,303	1,200,000	700,000		689,174	135,905	100	100	100	100	D. Dock, E. Bdw. & Battery:	700,000		J. & J.	18			
Sept. 30, '68	3.50			Dunkirk and Fredonia..... N.Y.	42,605	34,815		2,448	8,721	3,443					1st Mortgage			J. & J.	18			
Oct. 31, '68	1.03	10	3	Easton and S. Easton..... Pa.	24,275	26,000	500		10,444	3,732	25	25	25	25	Eighth Avenue (N. Y.):	208,000		J. & J.	18			
Sept. 30, '68	18.00	872	160	Eighth Avenue (N.Y.) City N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	100	1st Mortgage			J. & J.	18			
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..... Conn.	152,917	150,000					100	100	100	100	42d st. & G'd st. Ferry (N.Y.):	160,000		J. & J.	1878			
Sept. 30, '68	1.74			Fifth Ward (Syracuse)..... N.Y.	27,533	28,170			6,761	2,468	100	100	100	100	Real Estate	100,000		J. & J.	1878			
Sept. 30, '68	15.38	387	50	42d st. & G'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	200,000		341,781	85,664	10.0	100	100	100	Frankford and Southwark:	200,000		J. & J.	1869			
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	50	1st Mortgage			J. & J.	1869			
Sept. 30, '68	3.25	16	5	Genesee & Water st. (Syr.) N.Y.	64,200	42,500	9,000	400	8,653	169	15	29	29	29	Germantown:	350,000		J. & J.	1874			
Oct. 31, '68	34.26	356	61	Germantown (Phila.)..... Pa.	562,270	112,245	350,000		332,439	85,644	37.4	50	15	29	1st Mortgage			J. & J.	1874			
Oct. 31, '68	5.40	125	26	Girard College (Phila.)..... Pa.	171,712	170,000			117,342	25,119	8.5	50	17	17	Green and Coates (Phila.):	100,000		J. & J.	1870			
Sept. 30, '68	5.50	92	16	Gr'd st. & Newtown (Bk'n) N.Y.	200,000	170,000	30,000		72,870	6,321	100	100	100	100	1st Mortgage			J. & J.	1870			
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,230	150,000	100,000		187,103	22,887	7.5	50	15	38	Grand st. and Newtown:	30,000		J. & J.	1877			
Sept. 30, '68	10.00	122	23	Greenpoint & Wmbg. (Bkn) N.Y.	239,063	113,230	130,000	2,600	63,945	Loss.	100	100	100	100	1st Mortgage			J. & J.	1877			
Oct. 31, '68	2.14	8	6	Harlem Br. Morr. & P'dham N.Y.	60,130	41,995	9,350	2,063	9,272	Loss.	25	24	24	24	Harl. Br. Morris'a & Fordh:	130,000		J. & J.	1877			
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield Conn.	180,000	180,000					100	100	100	100	1st Mortgage			J. & J.	1877			
Oct. 31, '68	13.17	345	78	Hest. Mant. & P'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431	50	50	12	12	Hestonv, Mantua & Fairm:	165,700		J. & J.	1874			
Dec. 31, '68				Hoboken and Hudson City N.J.											1st Mortgage			J. & J.	1874			
Sept. 30, '68	2.50			Hoboken and Weehawken N.J.											Hudson Av. (Brooklyn):	74,000		J. & J.	1878			
Dec. 31, '68	10.47			Hudson Av. (Brooklyn)..... N.Y.	161,535	108,700	74,000	9,272			100	100	100	100	1st Mortgage			J. & J.	1878			
Sept. 30, '68	3.50	28	9	Jersey City & Bergen Point N.Y.											Lombard and South st. (Ph.)	62,500		J. & J.	1878			
Oct. 31, '68	5.26	113	21	Kingston and Rondout..... N.Y.	78,989	75,000			20,971	2,170	3	100	100	100	1st Mortgage			J. & J.	1878			
Nov. 30, '68	4.03	48	9	Lombard and South st. (Ph.) Pa.	105,627	90,000	62,500	10,560	70,353	9,702	25	9	9	9	Lynn and Boston:	50,000		J. & J.	1872			
Nov. 30, '68	12.50	301	32	Lowell Horse..... Mass.	69,416	55,830		2,080	29,240	3,411	100	100	100	100	1st Mortgage sinking fund	52,000		J. & J.	1880			
Nov. 30, '68	3.00			Lynn and Melrose..... Mass.	207,587	200,000	50,000	48,048	165,658	Loss.	100	100	100	100	Malden and Melrose:	52,000		J. & J.	1880			
Nov. 30, '68	1.00			Malden and Melrose (Bin) Mass.	60,246		52,000		24,472						Metropolitan, guaranteed:	191,900		J. & J.	1878			
Nov. 30, '68	3.08			Marginal Freight (Boston) Mass.	177,624	177,700									Metropolitan (Brooklyn):	98,500		J. & J.	1878			
Nov. 30, '68	3.11	37	6	Medford & Charlestown (Bin) Mass.	27,500	121,000	6,500				100	100	100	100	1st Mortgage			J. & J.	1878			
Nov. 30, '68	5.08	58	13	Merrimac Valley..... Mass.	50,241	50,000		12,810	18,014	2,249	100	100	100	100	Middlesex (Boston):	98,500		J. & J.	1878			
Sept. 30, '68	4.00	58	13	Metropolitan (Brooklyn)..... N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	100	100	100	100	Ninth Avenue (N. Y.):	167,000		J. & J.	1878			
Nov. 30, '68	62.96	791	156	Metropolitan (Boston)..... Mass.	1,543,729	1,250,000		177,164	786,081	135,284	10.0	100	100	65	Orange and Newark:	100,000		J. & J.	1880			
Nov. 30, '68	7.42	254	47	Middlesex (Boston)..... Mass.	522,354	400,000	91,902	38,917	206,640	16,659	100	100	100	75	1st Mort. Broad street:	100,000		J. & J.	1880			
Sept. 30, '68	12.30	162	32	Ninth & venue (N. Y. City) N.Y.	628,943	75,320	167,000		95,848	595	100	100	100	100	1st Mort. O. & N. R. R.:	100,000		J. & J.	1880			
Nov. 30, '68	3.38	17	3	Northampton & Wmburg Mass.	300,000	300,000			13,884	562	100	100	100	100	2d Mort. O. & N. R. R.:	100,000		J. & J.	1880			
Oct. 31, '68	7.15	73	2	North Woburn (Boston) Mass.	27,657	20,950	8,000	4,429	4,174	808	50	50	50	50	Philadelphia City:	200,000		J. & J.	1879			
Oct. 31, '68	1.75	167	28	Oakland & E. Liberty (Pbg.) N.Y.	105,457	59,500	17,000	43,094	49,929		50	50	50	50	Philadelphia and Darby:	89,000		J. & J.	1875			
Dec. 31, '68	3.81			Orange and Newark..... N.J.	682,438	289,550	380,000	26,500	147,327	24,479	50	50	50	50	1st Mortgage			J. & J.	1875			
Oct. 31, '68	9.17	30	8	Passenger (Cin.)..... O.	100,000	100,000			16,093	Loss.	15	100	100	100	Pittsb. Allegh'y & Manch:	23,000		J. & J.	1878			
Oct. 31, '68	7.07	271	48	Peoples' street (Scranton) Pa.	110,907	104,028			40,374	11,622	4	20	12	12	Quincy:	66,424		J. & J.	1878			
Oct. 31, '68	5.89	50	14	Philadelphia City (C. & W.) Pa.	446,265	225,000	200,000	21,285	250,557	45,270	20	50	46	46	Ridge Av. and Manayunk:	48,300		J. & J.	1878			
Oct. 31, '68	8.50	140	28	Philadelphia and Darby..... Pa.	250,419	180,000	89,000		87,643	16,274	7	50	27	27	1st Mortgage			J. & J.	1878			
Oct. 31, '68	8.25	153	28	Philadelphia & Gray's Ferry Pa.	293,548	285,307	5,500		133,266	16,798	7.3	50	31	31	Plain bonds.....	66,424		J. & J.	1878			
Oct. 31, '68	8.20	80	12	Pbg. Allegheny & Manch. Pa.	143,123	124,000	23,000	16,950	70,706	8,481	7.3	50	41	41	Ridge Av. and Manayunk:	48,300		J. & J.	1878			
Oct. 31, '68	6.89	9																				

PREFERRED & GUARANTEED STOCKS

Marked with an asterisk (*) are guaranteed by leases and thus (†) have equal dividends with leases' stock.)

COMPANIES.	Amount out- standing.	Div'ds			Market Price.
		Rate.	Paid.		
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	7	75	100
Atlantic & St. Lawrence* guar.	2,494,000	6	6	75	100
Baltimore and Ohio, pref.	8,000,000	7	7	75	100
Berkshire,* guaranteed	600,000	7	7	75	100
Blossburg and Corning,* guar.	250,000	6	6	75	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	100
Buffalo, N. York and Erie,* guar.	950,000	7	7	75	100
Camden and Atlantic, pref.	600,000	7	7	44	100
Catawissa,* pref. and guar.	2,200,000	7	7	75	100
Cayuga and Susquehanna,* guar.	589,110	9	9	75	100
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	34	100
Central Ohio, preferred.	400,000	7	7	29	100
Chemung,* guar.	380,000	8	8	75	100
Cheshire, preferred.	2,017,515	7	7	83	100
Chicago and Alton, pref.	2,425,400	7	10	140	100
Chicago, Iowa and Nebraska,* guar.	2,600,000	7	10	84	100
Chicago and Northwestern, pref.	18,159,097	7	10	84	100
Cleveland and Mahoning,* guar.	2,056,000	7	7	75	100
Cleveland and Toledo,* guar.	6,250,000	7	7	75	100
Cochecho, preferred.	177,750	8	8	75	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	87	100
Cumberland Valley, 1st pref.	241,900	8	8	114	100
" 2d pref.	242,000	8	8	75	100
Delaware,* guaranteed.	594,261	6	6	75	100
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	75	100
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97	100
Dubuque Southwestern, pref.	330,308	7	7	20	100
Eastern (N. H.),* guaranteed.	492,500	8	8	75	100
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	75	100
Elmira and Williamsport,* guar.	500,000	5	5	75	100
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	80	100
Erie, preferred	8,538,910	7	7	57	100
Hannibal and St. Joseph, pref.	8,538,936	7	7	110	100
Harrisburg and Lancaster,* guar.	1,182,550	7	7	75	100
Housatonic, preferred	1,180,000	8	8	70	100
Huntingdon & Broad Top Mountain, preferred.	190,750	7	7	34	100
Joliet and Chicago,* guar.	1,500,000	7	7	75	100
Joliet and Northern Indiana,* guar.	300,000	8	8	75	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	75	100
Leeds and Farmington,* guar.	2,646,100	7	7	75	100
Little Schuylkill,* guar.	2,646,100	7	7	75	100
Louisville, Cincinnati and Lexington preferred.	848,315	9	9	99	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	20	100
" 2d pref.	4,051,744	6	6	84	100
Manchester and Lawrence	1,000,000	9	9	75	100
Michigan Southern, guaranteed	588,800	10	10	75	100
Mill Creek and Mine Hill,* guar.	328,375	10	10	75	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105	100
" 2d pref.	1,014,000	7	7	75	100
Milwaukee and St. Paul, preferred.	8,050,892	7	7	80	100
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	75	100
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	75	100
New Haven and Northampton	1,344,000	2	2	75	100
New York and Harlem, pref.	1,500,000	8	8	150	100
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	34	100
North Eastern (S. C.) preferred.	155,000	8	8	75	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106	100
Ohio and Mississippi, pref.	3,600,000	7	7	70	100
Paterson and Hudson,* guar.	630,000	8	8	70	100
Paterson and Ramapo,* guar.	248,000	5	5	75	100
Peoria and Bureau Valley,* guar.	1,200,000	6	6	75	100
Philadelphia and Erie,* guar.	5,998,700	10	10	75	100
Philadelphia and Reading, pref.	1,651,800	10	10	75	100
Philadelphia and Trenton,* guar.	1,099,120	10	10	75	100
Pittsfield and North Adams,* guar.	450,000	6	6	75	100
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	75	100
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	75	100
Portsmouth and Concord	350,000	7	7	75	100
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	75	100
Rochester and Genesee Valley*	557,500	7	7	50	100
Rutland, preferred.	2,040,000	7	7	58	100
St. Louis, Alton and T. H., pref.	445,596	6	6	34	100
Sandusky and Cincinnati, pref.	578,050	5	5	75	100
Schuylkill Valley,* guar.	869,450	5	5	75	100
Shamokin Valley & Pottsville,* guar.	1,300,000	7	7	75	100
Tol., Peoria & Warsaw (W. D.) pref. (E. D.) pref.	1,700,000	7	7	75	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	75	100
Troy and Greenbush,* guar.	274,000	7	7	75	100
Vermont and Canada,* guar.	2,500,000	8	8	75	100
Warren,* guar.	1,408,300	7	7	75	100
White Mountains,* guar.	200,000	5	5	75	100
Wrightav, York & Gettysburg,* pref.	317,060	2	2	75	100

CANAL STOCKS:					
Delaware Division, * guar.	1,633,350	8	8		
Morris, preferred	1,175,000	10	10	61	
Schuylkill Navigation, pref.	2,988,907	6	6	34	
Union, preferred		6	6		

MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.		6	6	27	
Mariposa Mining, pref.	6,774,400	7	7	16	

WHOLESALE PRICE CURRENT.

IRON—DURY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 90 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	38	@	42	—	
Pig, American, No. 1 (good to best).....	do	40	@	41	—	
Pig, American, No. 2.....	do	38	@	39	—	
Pig, American, Forge.....	do	36	@	—	—	
Bar, Refined, English and American.....	do	85	@	87	50	
Bar, Swedes, assorted sizes.....	(gold)	82	50	@	87	50

Bar, Swedes, ordinary sizes.....	do	@140	—
Bar, English and American, Refined.....	95	@	1
Bar, English and American, Common....	87	50	@ 90
Scroll.....	120	@	180
Ovals and Half-round.....	120	@	145
Band.....	120	@	—
Horse Shoe.....	120	@	—
Rods, 1@-16 inch.....	100	@	155
Hoop.....	125	@	180
Nail Rod.....	per lb.	84	@ 94
Sheet, Russia, assorted No.'s.....	(gold)	11	@ 12
Sheet, Single D. and T. Common.....	—	54	@ 7
Rails, English.....	(gold).....	per ton.	@ 66 50
Rails, American.....	74	@	76
Anvils, Engle.....	per lb.	94	@ —

STEEL—DURY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)					
English, Cast, (2d and 1st quality).....	per lb.	18	@	22	—
English Spring (2d and 1st quality).....	do	9	@	11	—
English Blister (2d and 1st quality).....	do	114	@	19	—
English Machinery.....	do	124	@	15	—
English German (2d and 1st quality).....	do	14	@	16	—
American Blister "Black Diamond".....	do	104	@	16	—
American, Cast, Tool, do.....	do	19	@	—	—
American, Spring, do.....	do	10	@	13	—
American Machinery do.....	do	10	@	13	—
American German do.....	do	10	@	13	—

COPPER—DURY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ oz. per square foot, 3 cents per lb.					
Sheathing, New.....	per lb.	—	@	32	—
Boils.....	do	—	@	33	—
Braziers.....	do	33	@	35	—
Nails.....	do	38	@	40	—
Sheathing, etc., Old.....	do	20	@	21	—
Sheathing, Yellow Metal.....	do	—	@	27	—
Boils, Yellow Metal.....	do	—	@	27	—
American Ingot.....	do	22	@	22	—

TIN—DURY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terno Plates, 25 per cent. ad val.					
Banca.....	(gold)	per lb.	38	@	—
Straits.....	(gold)	do	32	@	—
English.....	(gold)	do	31	@	—
Plates—Fair to good brands. Gold. Currency.					
I. C. Charcoal.....	per box	8 25	@	8 50	11 75
I. C. Coke.....	do	6 75	@	7 37	9 75
Coke Terno.....	do	—	@	6	8 50
Charcoal Terno.....	do	7 75	@	8 25	11 75

PETROLEUM—DURY: Crude, 20 cents; Refined 40 cents per gallon.					
Crude, 40 @ 47 gravity (in bulk).....	per gall.	—	@	—	17
Crude, 40 @ 47 gravity (in shipping order).....	do	—	@	—	23
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	do	—	@	—	31
Refined, Standard White (in ship's order).....	do	—	@	—	33
Refined, prime White (in shipping order).....	do	—	@	—	33
Refined, S. W. (in merchantable order).....	do	32	@	32	—
Naptha, Refined, (60 @ 63 gravity).....	do	104	@	104	—
Residuum.....	per bbl.	5	50	@	—

GLASS.—DURY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 14; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 24; all over that, 3 cents per lb.						
American Window—1st, 2d, 3d & 4th qualities. New List.						
6 by 8 to 7 by 9.....	per 50 feet.	7	75	@	6	—
8 by 10 to 10 by 12.....	do	8	25	@	6	50
11 by 14 to 12 by 18.....	do	9	75	@	7	—
14 by 16 to 16 by 24.....	do	10	50	@	7	50
18 by 22 to 18 by 30.....	do	12	25	@	8	—
20 by 30 to 24 by 30.....	do	16	50	@	9	—
24 by 31 to 24 by 36.....	do	18	50	@	10	—
25 by 36 to 30 by 44.....	do	17	50	@	12	50
30 by 46 to 32 by 48.....	do	20	—	@	13	50
32 by 50 to 32 by 56.....	do	22	—	@	14	50
Above.....	do	25	—	@	16	—
(The above subject to a discount of 50¢ per cent.)						
French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, March 11th.)						
6 by 8 to 8 by 10.....	per 50 feet.	8	50	@	6	25
8 by 11 to 10 by 15.....	do	9	—	@	6	75
11 by 14 to 12 by 18.....	do	10	—	@	7	50
13 by 18 to 16 by 24.....	do	11	—	@	8	—
18 by 22 to 18 by 30.....	do	13	50	@	9	—
20 by 30 to 24 by 30.....	do	16	50	@	10	—
24 by 32 to 24 by 36.....	do	18	—	@	12	—
25 by 36 to 30 by 44.....	do	17	—	@	12	50
30 by 46 to 30 by 48.....	(3 qts.)	20	—	@	16	—
30 by 50 to 32 by 56.....	(3 qts.)	22	—	@	18	—
32 by 58 to 34 by 60.....	(3 qts.)	24	—	@	20	—
Above.....	(3 qts.)	27	—	@	23	—
(Subject to a discount of 50¢ per cent.)						
English sells at 40¢ per cent. off the above rates.						

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13.

Canton Co.....	100	101	102	103
Central of N. Jersey.....	138	138	138	138
Chicago & Alton.....	136	140	140	140
.. pref.....	84	84	85	85
.. 1 M.....	—	—	—	—
.. S. F.....	—	—	—	—
.. Inc. bds.....	—	—	—	—
Chicago, Burl. & Q.....	185	—	—	—
.. 8s, 1883.....	—	—	—	—
Chi. & Gt. Eastern 1st m.....	71	73	72	73
Chi. & Northwestern.....	71	73	72	73
.. pref.....	84	84	85	85
.. 1st M.....	—	—	—	—
.. Interest.....	—	—	—	—
.. S. F.....	—	—	—	—
.. Consol.....	—	—	—	—
Chic. Rock Isl. & Pac.....	107	109	105	105
Chicago & R. I. 7s, 1870.....	—	—	—	—
Chi. R. I. & Pa. 7s, 1896 93.....	—	—	94	—
Clev., Col. C. & Ind.....	75	75	—	76
Clev. & Pittsburg.....	94	96	101	104
.. 2 M.....	—	—	—	99
.. 3 M.....	—	—	—	—
.. 4 M.....	—	73	—	—
.. Con.....	—	—	—	—
Clev. & Toledo.....	—	—	—	—
.. S. F. 7s.....	—	—	—	—
Col., Chi. & Ind. C.....	26	—	25	—
.. 1 M.....	77	77	78	77
.. 2 M.....	—	—	74	—
Cumberland Coal pref. 27.....	27	—	27	—
Del. & Hudson Canal.....	—	124	—	—
Del., Lack. & Western.....	—	—	110	—
.. 1 M. 7s.....	—	—	—	—
.. 2 M. 7s.....	—	—	—	—
Erie Railway.....	32	83	33	32
.. pref.....	—	59	59	56
.. 1 M. 7s, 1897.....	—	—	—	—
.. 2 M. 7s, 1879.....	—	—	—	—
.. 3 M. 7s, 1883.....	—	—	—	84
.. 4 M. 7s, 1880.....	—	—	—	—
.. 5 M. 7s, 1888 77.....	—	—	—	—
Great Western 2d mort.....	—	81	81	83
Hannibal & St. Joseph.....	107	—	109	107
.. pref.....	—	—	110	—
Hudson River.....	158	159	159	157
.. 1 M. 7s, 1869.....	—	—	—	—
.. 2 M. S. F.....	—	—	—	—
.. 3 M. 7s, 1875.....	—	—	—	—
Illinois Central.....	132	132	132	132
.. bonds.....	—	—	119	—
Lake Shore & Mich. S'th. 64.....	84	84	85	86
.. Div. bonds.....	—	86	85	—
Marietta & Cin. 1st pref.....	—	—	—	—
.. 2d pref.....	—	—	—	—
Michigan Central.....	121	121	121	121
.. S. F. 8s, 1882.....	—	—	—	—
.. conv. 8s, '89.....	—	—	—	—
M. S. and N. I.....	—	—	—	—
.. 1 M. S. F.....	97	97	—	98
.. 2 M.....	—	—	—	—
Mariposa Mining Co.....	—	16	17	16
.. pref.....	—	45	45	—
.. Tr. 10s cts.....	68	68	69	67
Milw. and St. Paul.....	81	82	82	81
.. pref.....	—	82	82	80
.. 1st mort.....	—	—	—	—
.. 2d mort.....	—	—	—	—
.. 8s.....	100	—	—	—
.. 7 3-10s con. 89.....	—	—	—	—
Missouri 6s.....	86	86	86	86
.. H. & St. J. 1as.....	—	—	—	—
Morris and Essex.....	88	87	88	88
.. 1st mort.....	99	—	—	99
.. 2d mort.....	—	—	—	—
New York Central.....	174	174	177	176
.. 7s, S. F. 1876.....	—	—	—	—
.. 7s, conv. '76.....	—	—	—	—
.. 6s, S. F. 1883.....	—	—	—	—
.. 6s, S. F. 1887.....	—	—	—	91
N. York and Harlem.....	130	129	131	130
.. pref.....	—	—	—	—
.. 1 M. 7s, 1873.....	—	—	—	—
N. Carolina 6s.....	48	—	49	49
.. new.....	42	43	43	42
.. special tax.....	44	45	48	46
Ohio and Miss.....	27	28	28	27
.. pref.....	—	—	—	—
.. 1st M.....	—	—	—	—
Pacific Mail S. S. Co.....	68	68	68	64
Panama.....	235	—	—	—
Phila. and Reading.....	95	96	96	95
Pitts., Ft. W. & Chi. gtd. 85.....	85	85	85	85
.. 1 M.....	—	—	—	100
.. 2 M.....	—	—	96	—
.. 3 M.....	—	—	—	—
.. Equip. 8s.....	—	—	—	—
Quicksilver Mining Co. 13.....	13	13	13	13
St. L., Alton & T. H.....	—	30	30	—
.. pref.....	—	—	—	—
.. 1 M.....	92	—	—	—
.. 2 M. pref.....	—	—	—	80
.. Income bds.....	—	—	—	—
Tennessee 6s.....	62	61	61	60
.. new.....	53	56	56	53
Tol., Wab. & Western.....	55	58	58	54
.. pref.....	—	58	58	54
.. 1 M. ex.....	—	—	—	—
.. 2 M.....	—	—	—	—
.. Equipment.....	51	—	—	—
Virginia 6s, ex-coupon.....	51	51	51	—
.. new.....	52	53	—	54

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
FEDERAL STOCKS:						
U. S. 5a, 1871, reg.						
U. S. 5a, 1871, coup.						
U. S. 5a, 1874, reg.						
U. S. 5a, 1874, coup.						
U. S. 5a, 10-40, coup.	109	109	108	108	108	
U. S. 5a, 10-40, reg.	108	108	108	108	108	
U. S. 5a, 1881, reg.						
U. S. 5a, 1881, coup.	110	110	110	110	110	
U. S. 5a, '81, O.W.L. y.						
U. S. 5a, 1881, . y.						
U. S. 5a, 5-20a, reg. '62.						
U. S. 5a, 5-20a, c. 1802. 119	120	120	120	120	120	
U. S. 5a, 5-20a, reg. '64. 115	115	115	115	115	115	
U. S. 5a, 5-20a, c. 1804. 119	119	119	119	119	119	
U. S. 5a, 5-20a, reg. '65.						
U. S. 5a, 5-20a, c. 1806. 119	120	120	120	120	120	
U. S. 5a, 5-20a, r. n. '65.						
U. S. 5a, 5-20a, c. n. '65. 117	118	118	118	118	118	
U. S. 5a, 5-20a, reg. '67. 117	118	118	118	118	118	
U. S. 5a, 5-20a, c. 1807. 118	118	118	118	118	118	
U. S. 5a, 5-20a, reg. '69. 117						
U. S. 5a, 5-20a, c. '68.	117	118	118	118	118	
U. S. 5a, Pac. R. Issue 108	108	108	108	107	107	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Catawissa						
.. preferred .. 37			38			37
Camden and Amboy .. 120	120	120	120	120	120	120
.. 6a, 1870 ..						
.. 6a, 1875 ..						
.. 6a, 1883 ..			83			83
.. 6a, 1889 ..						
.. mort. 6a, '89 95			95			
Elmira & Williamsport						
.. pref.						89
.. 7a,						35
Lehigh Navigation .. 33	34	35				81
.. 6a, 1884 .. 81						95
.. Gold L. 95	95	95	95	95	95	95
.. R. R. L. 87	87	87	87	87	87	87
Lehigh Valley R.R. .. 54	54	54	54	54	54	53
.. 6a new coup 94			94			
.. 6a new reg.						
Little Schuylkill R.R. ..			41			41
.. 7a,			62			62
Minchill ..			62			61
Morris Canal ..			62			61
.. pref.						
.. 6a, 1870 ..						
North Pennsylvania						
.. 6a, 1880 ..			87			88
.. 10a, 1887 ..			48			48
Northern Central ..			48			48
Pennsylvania R.R. .. 56	56	56	56	56	56	56
.. 1st M.			98			97
.. 2d M.			94			94
Penn. State, 6a, 1st series ..	102		103			
.. 6a, 2d series ..						108
.. 6a, 3d series ..						100
.. 6a, W. L.			100			100
Philadelphia City, 6a ..						97
.. new .. 100	100	100	100	100	100	100
Philad. Germ. & Nor. ..						70
Phila. & Reading .. 48	48	48	48	48	48	47
.. 7a, 1893 ..						
Philadelphia and Erie .. 28	29	29				29
.. 6a,			83			82
.. 7a,			83			82
Schuylkill Navigation ..						17
.. pref.			16			
.. 6a, 1882 ..						
.. 6a, 1876 ..						
.. 6a, 1873 ..						
Susq. Canal ..						
.. 6a, 1878 ..						
Union Canal, pref. ..						
.. 6a, 1878 ..						
Hestonville, (Horse) ..						
Chestnut & Wal. ..						
Green & Coates ..						
2d and 3d streets ..						
Spruce and Pine ..						
15th and 16th sta. ..						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Baltimore City 6a, 1875 ..			95			93
.. 1890 .. 95	95	94	94	94	94	94
.. 1893 ..						
Balt and Ohio ..			128			
.. bonds, 1875 .. 93	93	93	93	93	93	93
.. 1880 .. 93	93	93	93	93	93	93
.. 1885, 91						92
Marietta & Cin. 1st M. .. 86	86	86	86	86	86	86
.. 2d M.	69	69	69	69	69	69
Northern Central ..			48			47
.. bonds, 1885 .. 87	87	87	87	87	87	87
.. 1900 ..						
N. W. Va. 1st mort. ..						
.. 2d mort.						
.. 3d mort.						
City Passenger R.R. ..						19

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Boston and Albany .. 144	144	144	144	144	144	145
Boston and Lowell ..						
Boston and Maine .. 140	140	140	140	140	140	140
Boston and Providence .. 136	136	136	136	136	136	136
Boston, Hartford & Erie .. 17	17	17	17	17	17	17
.. 7a, new .. 61	61	61	61	61	61	61
Cheshire, pref. .. 84	84	84	84	84	84	84
Concord .. 76	76	76	76	76	76	76
Connecticut River ..						
Eastern .. 114	114	114	114	114	114	114
Fitchburg .. 131	131	131	131	131	131	131
Manchester & Law'ce ..						
Michigan Central .. 124	122	121	122	122	122	122
Northern, N. H. .. 107	107	107	107	107	107	107
Ogdens & Lake Champ ..						
.. pref. 105	105	105	105	105	105	105
Old Colony & Newport .. 97	97	97	97	97	97	97
Ph. Wil. & Baltimore .. 52	51	51	52	52	52	52
Port'd, Saco & Ports ..						
Portland & Canada .. 101	101	101	101	101	101	101
Vermont & Mass. .. 63	63	63	63	63	63	63
Broadway (Horse) ..						
Cambridge ..						98
Metropolitan .. 65	65	65	65	65	65	65
Middlesex ..						
Central Mining Co. ..						
Copper Falls ..						
Franklin ..						12
Huron ..						
Ile Royale ..						
National ..						
Minnesota ..						
Pewabic ..						
Pittsburg ..						
Quincy ..						

London Stock Exchange.

Closing Prices.
Sept. 17. Sept. 24.

	Sept. 17.	Sept. 24.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880 .. 62	62	62
Do. 2d mort., 1881 .. 55	55	55
Do. Penn., 1st mort., 1877 .. 62	62	62
Do. 2d mort., 1882 .. 55	55	55
Do. Consol. 7 per cent. mort. 1890 .. 27	27	27
Detroit and Milwaukee 1st mort. 7a .. 61	61	61
Do. 2d mort. 8 p. c. 62	62	62
Erie shares 100 dol. all paid .. 27	27	27
Do. sterig. 6 p. c. convertible bonds 64	64	64
Do. 3d mort. 7 p. c. 1883 .. 55	55	55
Illinois Central, 6 per cent., 1875 ..	103	101
Do. Redemption mort. bonds 6 p. c. 101	101	101
Do. 7 per cent., 1875 .. 75	75	75
Do. 100 dol. shares, all paid .. 94	94	94
Marietta and Cin. R. R. bonds 7 p. c. 72	72	72
New York Central, 100 dol. shares .. 95	95	95
Penn. R. R. bonds, 2d mort. 6 per ct. 98	98	98
Do. General mort. 6 p. c. 1910 .. 88	88	88
Philadelphia and Erie 1st mort. 1881 .. 87	87	87
Do. with option to be paid in Phila. 87	87	87

American Railroad Journal.

Saturday, October 16, 1869.

Stock Exchange and Money Market.

Money has been in much more liberal supply, especially in a temporary form, and rates have been further reduced, the closing quotations having been 4@7, chiefly 5@6 per cent. on call, and from 8 @12 per cent. per annum on strictly prime to good business paper. There has been a considerable influx of currency reported from several sources, and the balances in private hands, seeking prompt, secure and profitable employment, in a controllable form, have been largely augmented. Lenders have been free of accommodation to the prominent street houses, and more willing to make advances to mercantile borrowers; while they have shown much reluctance to extend the usual aid to the more purely speculative interests. The city banks, while reporting a loss of over 3½ millions of deposits, and 2½ millions of legal tender notes, show a gain of 9½ millions of specie. They have reduced their loan and discount averages, about 4½ millions; and have added slightly to their circulation. They now hold 20½ millions more of gold and legal tender notes than the 25 per cent. of their liabilities for deposits and circulation, called for by the National Banking Act. The U. S. Sub-Treasury now holds a coin balance of 85½

millions, and a currency balance of over 5½ millions.

The specie reserve of the city banks according to the latest return is \$21,518,526, against \$9,346,097 same time last year. The city bank deposits are now \$179,214,675, against \$189,083,997 week ending Oct. 10, 1868. The legal tender reserve amounts to \$52,017,588, against \$60,005,086 same time last year. The circulation now stands at \$34,178,925, against \$34,188,103 same time last year. The loans are now \$260,749,974, against \$265,595,582 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$104,780,142 a day, against a daily average of \$132,148,962 the preceding week, and \$164,879,069 the week ending with Sept. 25, 1869. The current week's exchanges average about \$93,194,000 a day. The city banks, last week, reported an increase of \$5,610,677 of specie, with a loss of \$3,909,833 of deposits, and of \$2,191,500 of legal tender notes. They reduced their loans, \$4,489,675; and increased their circulation, \$9,516.

The city bank exchanges on Wednesday were \$86,088,438.

National Bank notes to the amount of \$107,230 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$318,323,191, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$18,687,306, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260,) an actual circulation at this date, of \$299,635,785. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,500,000; and for the public deposits, \$19,518,000—making a total of \$362,018,000. The Treasury Department last week redeemed and destroyed \$180,800 of worn and mutilated fractional currency, and issued \$878,500 of new. The outstanding amount of fractional currency on the 1st of Oct., was \$33,001,298 50, against \$30,711,799 87, on the 1st of September, 1869.

The U. S. Sub-Treasury receipts, week ending with Oct. 9, were \$6,595,496 in coin, including \$2,772,900 from customs duties, and \$5,607,782 in currency; payments, \$4,777,947 in coin, including \$277,774 of coin interest, and \$5,660,468 in currency; balance at the close of the week, \$91,805,547, including \$84,049,424 of coin, and \$5,821,548 of currency, against \$91,989,034 at the close of the preceding week, showing a decrease of \$688,487. The business of the Office on the first business day of the current week, was as follows: On Tuesday, receipts, \$1,505,919 in coin, including \$802,000 from customs, and \$669,300 in currency; and payments \$117,967 in coin, including \$105,649 of coin interest and \$904,960 in currency. The balance at the close of business on Tuesday stood at \$91,240,175, (including \$5,585,889 of currency, and \$85,490,676 of coin,) against \$89,729,337 a week previous; and \$89,110,833 on Sept. 28, 1869. The aggregate receipts of the office in Sept. were \$63,725,058, including \$12,504,326 from customs; aggregate payments, \$57,424,305, including \$4,358,339 of coin interest. On Monday, the Office was closed, as were all the other Government

offices throughout the country, in honor of the memory of President Pierce.

The outstanding amount of coin certificates on the 1st of Oct. was \$24,412,720, against \$23,647,580 on the 1st of Sept. 1869. The Sub-Treasurer at this port, last week, retired \$2,487,924 of coin certificates through the receipts for customs.

Government revenues have been yielding moderately since our last. The excises yielded about 8¼ millions; customs at the port of New York, \$2,772,900, and at the outports about \$900,000 (in coin) more, making the grand total income for the week equal to about \$8,024,770 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about 53 millions.

Gold has been quite sparingly dealt in, most of the week, and the fluctuations in the price have been less violent, the extremes having been from 129¾@132, and the closing quotation on Wednesday 130¾. The speculative demand has been on a very limited scale. The customs inquiry has been less urgent. There has been but little call for specie for export, in view of the heavy produce shipments. The specie exports, last week, were only \$460,248, against specie imports to the amount of \$3,362,987. On Tuesday of the current week, the *Hammonia* took out \$247,000 in specie. On that day, the Government marketed through the U. S. Sub-Treasury here a million of gold at from 130.01@130.15. The bids reached an aggregate of \$3,953,000, and ranged from 128 98@130.15. On Wednesday, the *Russia* delivered here equal to \$35,165 in specie; and the *China* took out equal to \$200,000 in specie.

The coin balances of the Government at this port on Wednesday morning, amounted to nearly 85½ millions.

The customs of the port on Wednesday yielded \$481,000. The U. S. Sub-Treasury disbursed \$18,537 of coin interest, on that day.

The customs demand for Gold last week, averaged \$462,150 a day; thus far, this week, it has averaged \$401,500 a day, or equal to a weekly aggregate of \$2,409,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$3,362,987, and since Jan. 1, \$14,565,429, against \$6,002,744 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$105,872,038, against \$95,613,217 same time in 1868. At San Francisco, from Jan. 1, to Oct. 5, 1869, \$6,435,400, against \$6,560,730 same time last year.

The exports of specie, from this port, last week, were \$460,248, against \$43,600 same week last year; total, since Jan. 1, 1869, \$27,883,284, against \$66,480,157 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$227,774, and since Jan. 1, 1869, \$69,543,017, against \$63,707,487 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Oct. 5, 1869, were \$30,825,974, against \$30,150,981 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Oct. 9, were about 54 millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$5,056,587.

Foreign Exchange has been very quiet, as a rule, and rates have favored buyers. Bankers' prime sixty day bills on London closed on Wednesday at 108¾@109¼, and on Paris to 5.22½@5.16¼; sight bills on London to 109¾@109¾, and on Paris to 5.16¼c.@5.14¾. The offering of produce bills has been again quite extensive this week. The week's exports of domestic produce have been to the currency value of \$5,284,857, making the total since Jan. 1, 1869, \$151,976,583, against \$128,807,937 same time last year.

Government securities have been moderately dealt in, most of the week, and prices have been somewhat variable, though showing a substantial improvement of about ½ of 1 per cent. The offerings of bonds have not been extensive. On Wednesday, Government bought in two millions of 5-20s at from 115.87@116 net, out of an aggregate offering of \$7,249,450. Subsequently the market became heavy and weak, yielding ¼@½ per cent.

U. S. sixes of 1881 closed here on Wednesday at 119@119¾; U. S. Five-twenties of 1862, ex-coupon, 120@120¼; U. S. Five-twenties of 1864 at 119@119¾; U. S. Five-twenties of 1865 at 119¾@119¾; U. S. Five-twenties of 1865, consolidated, 117¾@117¾; U. S. Five-twenties of 1867, 117¾@117¾; U. S. Five-twenties of 1868, 117¾@118; U. S. Ten-forties at 108@108½, ex-interest; U. S. Six per cent. currency bonds, 107½@107¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 29.	Oct. 6.	Oct. 13.
Consols	93	93½	93½
U. S. 5-20's of 1862..	84	84½	84½
U. S. 5-20's, 1865....	83½	84	84½
" 1867.....	82¼	82¾	82¾
" 10-40s.....	75½	76½	76½
Erie.....	22¾	....	23¾
Ill. Central.....	....	....	....
At. and Gt. West....	....	....	....

Railway and miscellaneous share property has been without notable activity, and values have been, in the main, further depressed, the market showing a remarkable absence of speculative strength or buoyancy.

There has been more inquiry for State bonds, also for prime railway mortgages.

There has been more animation in General Business, but at variable prices. Breadstuffs and Petroleum closed more firmly. Provisions, irregularly. Middling upland cotton closed quite heavily on Wednesday at 26@26¼ cts. per lb. The stock of cotton now here is given at about 13,500 bales. The receipts at the port this week, have averaged about 5,900 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 205,000 bales, against 145,000 bales in 1868-'9; exports, same time 45,000 bales, against 37,500 bales same time in 1868-'9; stock on hand at latest dates, 103,000 bales, against 85,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 17,934 pkgs., against 16,398 pkgs., same time last year. From Boston, 6,404 pkgs., against 7,405 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves have been in fair demand, and firmer at from 8½@16¼c., per lb.; week's receipts, 7,165. Milch cows very dull, at \$40@\$110 each, receipts, 55. Veal calves in good request at from 5@13c. per

lb.; receipts, 1,957. Sheep and lambs in better demand at from 4@7c., and 7¼@9c. per lb.; receipts, 25,777. Swine in less request at 10¼@11c. per lb., all live weight; receipts, 13,760.

The week's dry goods imports were valued at \$1,490,685, and of general merchandise, \$2,413,316, making an aggregate for the week of \$3,904,031 specie value, against \$4,057,449 same week last year. A livelier market has been noted for the leading articles, particularly dry goods and groceries, which close more firmly.

The ocean freight market has been moderately active, since our last, but rates have been quoted easier and irregular. For Liverpool we quote flour at 2s. 3d.@2s. 4½d. by sail, and 2s. 9d.@2s. 10½d. by steamer, per bbl.; grain at 8d.@8½d. by sail, and 8¾d.@9d. by steamer, per bushel; cotton at ¼@½d. by sail, and ¾@¾d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 30s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday, 367.

The New York exports, exclusive of specie, for the week ending Oct. 12, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$2,753,889	\$5,284,857
Prev. reported	126,054,048	146,691,726

Since January 1.....\$128,807,937 \$151,976,583

The imports for the week ending October 9, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,591,972	\$1,490,685
Gen. merchandise.....	2,465,477	2,413,346

Total for the week.....\$4,057,449 \$3,904,031
Previously reported....193,627,757 236,412,729

Since January 1.....\$197,685,206 \$240,316,760

The balance in the Sub-Treasury on Wednesday was \$92,318,084 93.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 69; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 83½; Alabama 8s, 92½; N. Y. State 7s Bounty Loan reg., 107¼; do., coupon, 107¼; Brooklyn 6s, Water Loan, 93; Long Dock bonds, 87; N. Y. and New Haven, 133; do., scrip., 130½; Dubuque and Sioux City R. R., 110; Third Avenue R. R., 197½; Pacific 7s, guar. by Missouri, 90; Central Pacific 6s, gold, 93; Mil. and St. Paul 1st mort., Iowa div., 85; Buffalo, N. Y. and Erie 1st mort., 88; Chicago and Milwaukee 1st mort., 87; New Jersey Central new bonds, 96½; Pennsylvania Coal, 230; Adams Exp. Co., 65½; Wells-Fargo Exp., 23; Am. Mer. Union Exp., 35; U. S. Exp., 56½; Western Union Telegraph, 37.

Philadelphia.—City 5s, 1872, 92; Penna. State 5s, 1870, 99; do., coupon, 92½; Allegheny County 5s, 76; Pittsburg 5s, 71½; West Jersey 1st mort., 7s, 95¼; do., 6s, 91; Penna. and N. Y. Central 7s, 90¾; Junction R. R. 2d mort., 90; Phila. and Reading 6s, 1843-'80, 89; Delaware R. R. bonds, 89¼; Camden and Amboy scrip., 65; North Penna. 7 per cent. scrip., 83; Oil Creek and Allegheny River R. R., 38½; East Penna. R. R., 37; West Phila. R. R., 60½; Ph., Wil. and Balt. R. R., 52; Chesapeake and Delaware Canal, 42; Morris Canal scrip., 64½; Ocean oil, ½. The latest

quotations are: do., City 6s, 97@97½; do., free of tax, 100¾@100¾; State 5s, coupon, 92¾@92¾; do., reg., 99@—; do., 6s, W. L., 100¾@100¾; do., 1st series, 103@103½; do., 2d series, 103@107; do., 3d series, 108@110; Reading, 47½@47½; do., 7s, 1898, 100@103; do., 6s, 1880, 88@89; Camden and Amboy, 120@120; do., mort. 6s, 1889, 95@96; do., 1883, 83@83½; Penn. R. R., 56¾@56¾; do., 1st mort., 97@97½; do., 2d mort., 94¾@95; Little Schuylkill R.R., 40¾@42½; Morris Canal, 83@83; do., pref., 60@61½; do., bonds, 80@85; Susquehanna Canal, 10@13; do., 6s, 53@55; Sch. Nav., 8@11; do., pref., 16@18; do., 6s, 1882, —@61; Delaware Div. Canal, 48@49; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 38@40; do., 7s, 1873, 89@90½; do., 5s, 56@60; Lehigh Coal and Navigation, 34@34; do., 6s, 1884, 81@81½; do., R. R., Loan, 87½@88; do., Gold Loan, 95¼@95¼; North Pennsylvania, 36@37; do., 6s, 88@88½; do., Chattle 10s, 106@—; Philadelphia and Erie, 28¾@28¾; do., 6s, 85@88; Minehill, 52½@54; Catawissa, 14@17; do., pref., 87½@87½; Lehigh Valley, 53¾@53¾; do., 6s, new, 95@95½; Fifth and Sixth streets, (horse,) 36@40; Second and Third, 40@45; West Philadelphia, 60@60½; Spruce and Pine, 26@26; Green and Coates, 37@37½; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 17@19½; Girard College, 27½@29; Tenth and Eleventh, 68@71; Union, 44@45; Hestonville, 12@12½.

Boston.—Vermont Central 1st mort., 80; Union Pacific 6s, 82¾; Eastern R. R. 6s, 1874, 95¼; do., 1889, 96; Vermont Central and Vermont and Canada 8s, 101¾; Cedar Rapids and Missouri 7s, 86¾; Ogdensburg and Lake Champlain 8s, 101½; Stanstead, Shefford and Chambly 7s, 75¼; N. Y. and Oswego 7s, gold, 100; Old Colony and Newport 7s, 100½; Cheshire 6s, 89½; Rutland and Burlington 1st mort., 140½; Connecticut and Passumpsic Rivers pref., 87½; Cincinnati, Sandusky and Cleveland, 22; do., 7s, 1890, 72¾; Worcester and Nashua, 124; Boston Water Power Co., 14; Cary Imp., 6¾; Ophir (N. S.) gold, 16c; Maine 6s, 1889, 98¾; Massachusetts 5s, 1893, gold, 107; New Hampshire 6s, 1878, 96; Cambridge 6s, 1875, 98¾; Chicago 7s, 96; St. Louis 6s, 1888, 101½; Albany 6s, 1896, 90½; Cincinnati 7 3-10s, 1899, 102; Portland 6s, 1871, 97; Charlestown 6s, 97; Salem 6s, 1883, 99; Nashua 6s, 1883, 98; Allouez Mining Co., 2¾.

Baltimore.—Virginia 6s, old, reg., 45½; Maryland 6s, 1883, Defense Loan, 101¾; City Hall 6s, 1884, 98; City Park 6s, 94½; Central Ohio 1st mort., 78½; Orange, Alexandria and Manassas 7s, 73; Atlantic Coal, 2.50. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 127@129; do., 6s, 1875, 93@94; do., 1880, 92½@94; do., 1885, 91@92; Northern Central, 47¾@48½; do., 6s, 1885, 87@88; do., 1900, 84½@—; do., 6s, 1900, gold, 100@102; Parkersburg Branch, 23@23½; N. W. Va. 1st mort., 98@95; do., 2d mort., 90@92; do., 3d mort., 1885, —@84; Marietta and Cincinnati 7s, 1892, 86@87; do., 2d mort., 69¾@70; Central Ohio, 25@28; do., 1st mort., 78@78½; Western Md. 6s, 1890, 65@75; do., guar., by Baltimore City, 89@—; do., 2d mort., guar., 89@—; do., 6s, pref., 45@46; do., 6s, guar., by Washington Co., 77@—; Richmond and Danville bonds, 71¾@72½; Baltimore

6s, 1875, —@92; do., 1886, —@92½; do., 1890, 94¼@94¼; do., 1893, —@92; do., 5s, 1888 —70, 70@74½; Memphis City 6s, 44@48; Maryland Defense Loan, 101½@102; City Passenger R. R., 19@19½; Baltimore and Catonsville, 4@5½; George's Creek Coal, 71½@73; Santa Clara, 0.50@—; Atlantic Coal, 2.00@2.50.

Chicago, Danville and Vincennes Railroad.

Messrs. W. BAILEY LANG & Co., Merchants, No. 54 Chiff st., this city, have for sale \$2,500,000 Seven per cent. First Mortgage Sinking Fund Bonds of this company, having forty years to run, principal and interest payable in New York in gold coin. These bonds are secured by a first mortgage upon 140 miles of road, and its appurtenances now or hereafter to be acquired, extending from Chicago to the Indiana State Line, in the direction of Terre Haute, 55 miles of which, from Chicago to Momence, are now completed and open for business, and every effort will be made to finish the entire road in time for next season's crops. Sufficient stock has been subscribed on the line of the road to prepare it for the iron. The rails are already provided for, and a large amount of equipment is under contract and in progress of delivery. To meet a portion of the expenditures for iron and equipment these bonds are now offered for sale at 95, and accrued interest in currency. The advantages of investing in this security, at the present reduced price, in preference to those of the United States, at 20 per cent. premium, as well as the value of the road as a portion of the shortest through line between Chicago and New Orleans, Mobile and Pensacola, is fully and plainly stated in an advertisement which we publish elsewhere, to which the attention of capitalists, both at home and abroad, is respectfully invited.

The work on the Medford Railroad, which is to run from Medford, in Burlington Co., N.J., to Camden, will be put under contract in a short time. It is the intention of the company to make its Camden terminus at Kaighn's Point. The road from Manchester, which it has been decided upon to build, will also connect with this track at Medford.

The grading of the Fox River Valley Railroad is completed three miles north of Ottawa, men are at work on the line ten miles further, and the contract for grading the road still further north, from Yorkville, Kendall County, to Montgomery in Kane County, two miles south of Aurora, has been let to L. B. Judson, of Oswego, who is to commence immediately.

Extine Norton, Esq., has been elected President of the Paducah and Gulf Railroad; L. S. Trimble, Vice President, and H. L. Jones, Secretary.

Gen. J. W. Sprague, long Managing Director of the Winona and St. Peter Railroad, has resigned. He is succeeded by J. H. Stewart, Superintendent of the road.

O. Chanute, Esq., has been appointed Chief Engineer of the Leavenworth, Lawrence and Galveston Railroad.

The Pana and Springfield Railroad is completed from Springfield to Taylorsville, about 25 miles.

THE CENTRAL PACIFIC RAILROAD is rapidly becoming one of the great successful enterprises of the time. It was built with unparalleled energy, equipped with rapidity, and its operation, from the beginning, has been remarkably profitable. The net earnings, after the payment of operating expenses before its completion, EXCEEDED FOUR MILLIONS IN COIN; while its interest liabilities during the same period were only \$1,800,000. Since its connection with the Eastern roads, and the consequent addition of the vast through traffic, the gross earnings have been at the rate of seven millions per annum in gold—EQUAL TO MORE THAN NINE MILLIONS IN CURRENCY—and the business is steadily increasing. The proportion of the net earnings is over \$3,000,000 gold, while the annual interest payments are only about \$1,000,000. The financial strength of the Company is therefore well assured.

The Six per Cent. Gold FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY, having thirty years to run, are entitled to the fullest confidence, and afford a valuable and attractive investment. We are prepared to fill orders at current market rates.

FISK & HATCH,

Bankers and Dealers in Government Securities,
No. 5 Nassau-st.

PACIFIC RAILWAY GOLD LOAN, \$6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfurt and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 53 Exchange Place. M. K. JESUP & COMP'Y, 12 Pine street.

At a recent meeting of the Directors of the South Eastern Counties Junction Railway Company (Canada,) the Hon. Mr. Dunkin was elected President, J. O'Halloran, Esq., Vice President, and E. L. Chandler, Esq., Secretary-Treasurer.

The contract for the construction of the first 20 miles of the Little Rock and Fort Smith Railroad has been sub-let to Messrs. Budd & Decker, who will have over 1,000 hands at work by the 15th of the present month.

The Portland and Rochester Railroad Company have adopted the route through Springvale village, and directed the engineer to proceed and locate the same at once.

The Mansfield and Framingham Railroad, from South Framingham to Sherborn, has been completed. The line will soon be finished and running to Mansfield.

Hon. John Lynch has been elected President of the Portland and Rochester Railroad Company; Thomas Quimby, Superintendent and Treasurer; and Frederick Robie, Clerk.

Mr. Field of Greenfield has been engaged as Chief Engineer of the construction of the Boston, Barre and Gardner Railroad.

Capt. W. W. Wellman has been appointed Chief Engineer of the St. Croix and Bayfield Railroad.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th ult., inclusive, during the years 1868 and 1869, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1868..	185,300	6,621,700	13,256,400	771,400
1869..	349,300	11,614,000	4,596,800	30,900

Inc	164,000	4,992,300	*8,659,600	*740,500
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* Decrease.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase equal to 1,162,460 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September in the years indicated:

	1867.	1868.	1869.
Canal opened—	May 6.	April 23.	May 6.
Flour, bbls.	125,000	185,300	349,300
Wheat, bushels..	1,720,800	6,621,700	11,614,000
Corn, bushels....	11,304,300	13,256,400	4,596,800
Barley, bushels..	153,300	771,400	30,900
Oats, bushels....	3,586,700	6,581,300	2,220,200
Rye, bushels....	255,900	364,900	231,200
Malt, bushels....	239,200	340,900	175,800
Feed, lbs. ....	.....	.....	7,776,800

The figures for 1868 cover 45,200 bbls. flour 2,811,500 bush. wheat, 694,500 bush of corn, 821,700 bush. barley, 104,100 bush. rye, 941,900 bush. bush. oats, 54,300 bush. malt, estimated to have been detained on the canal by ice during the winter of 1867 and 1868.

Cotton Supply in India.

On the 29th of July last, under the auspices of the Cotton Supply Association, a conference was held at the Westminster Palace Hotel, London, "for the consideration of measures having an important relation to the agricultural and commercial interests of India."

The chair was taken by Mr. E. Ashworth, who stated that the conference would have been called at an earlier period of the session but for the promise that the supply of cotton from America would be sufficient this year to meet the requirements of this country. That promise was not likely to be fulfilled, reliable information having been received that not more than 3,000,000 bales would be produced for home consumption as well as for export, whereas in 1860 the number of bales imported into this country was 4,500,000. Lancashire was in a strait. Her mills were now working only five days out of the six, because of the short supplies of the raw material. There was a constant struggle amongst mill owners for the possession of the cotton sent to the market. They preferred to pay an enhanced price for it rather than stop their mills and throw thousands of operatives out of employment. America failing, it was necessary for Lancashire to look elsewhere for a supply. It was no use going to Brazil, whence tolerably large quantities had hitherto been obtained, for that country was plunged in civil warfare. And disappointment would only be experienced by going to Egypt or Turkey. India was the only quarter whence supplies adequate to the requirements could be expected. But the difficulties of communication were so great, that unless something was done the produce would diminish rather than increase, for

whereas the maximum growth had been 1,800,000 bales, only 1,500,000 bales were produced last year.

After an interesting discussion several resolutions were unanimously agreed to, of which the following was the most important:

"That this meeting, viewing with satisfaction the statement made by the Duke of Argyll in the House of Lords, of the intention of the Government of India to undertake the extension of the railway system, as well as other public works of a remunerative character in the country, is of opinion that the outlay proposed is too small to obtain as early a completion of the works of the greatest urgency as is desirable, and that £10,000,000 a year at least will be needed adequately to meet the requirements necessary for the agricultural development of the country, and further recommends that those short lines of railway should have precedence which would facilitate the export of cotton and other fibres so much required by the manufacturers of this country."

Journal of Railroad Law.

RAILROAD COMPANIES—RIGHT OF SUBSCRIPTIONS TO CAPITAL STOCK.

The facts of the late case of The Leavenworth and Des Moines Railroad Company vs. The County Court of Platte County (42 Mo. 171) are fully and clearly stated in the following opinion by

HOLMES, J.—This is an application for a mandamus upon the County Court of Platte County, to require the court to issue the bonds of the county in pursuance of an alleged subscription to the stock of the Leavenworth and Des Moines Railroad Company under "An act to incorporate the Platte City and Des Moines Railroad Company" approved January 4, 1860, and certain other amendatory acts. (Adj. Sess. Acts 1859-'60, p. 443, § 6 id. p. 88 § 1, 2; R. C. 1855, p. 427 § 30-38.)

The case depends upon the construction which is to be given to the first named act, by which the company was chartered. The sixth section gives the County Court a general power to subscribe stock. By the eighth section this power is expressly limited, and made subject to the provisions of the general railroad law (R. C. 1855, p. 427, § 30.), which provides that the County Court "may, for information, cause an election to be held to ascertain the sense of the tax-payers" as to such subscription. No such election was directed. This was a necessary condition of the power to subscribe. That all the sections of the act are to be construed together is a well settled rule of construction. The word "may" in this clause, must be interpreted to mean "shall." It is a power given to public officers, and concerns the public interest and the rights of third persons who have a claim *de jure*, that the power shall be exercised in this manner for the sake of justice and the public good (Newburg Turnpike Co. vs. Miller 5 Johns Ch. 113). This construction is confirmed by the act passed at the same session amendatory to this thirteenth section, and making the act read "shall" instead of "may." This amendment may be taken as declaratory of the true meaning of the former act. It follows that the subscription as made, was without the authority of law and void. If the subscription had been lawfully made it might have become the imperative duty of the County Court to issue these bonds, and the performance of that duty might have been enforced by the writ of mandamus. In the positive requirement that the sense

of the tax-payers should first be taken it is necessarily to be implied that the power was not to be exercised without their consent and authority. In this view of the matter it is apparent that the case of the Missouri and Mississippi Railroad Company vs. The County Court of Macon County, decided by this Court at the October term 1867, and other cases relied upon by the petitioner, relating to the question of a repeal of a special act by a subsequent general law, have no application to this case.

This conclusion being decisive of this application, it becomes unnecessary to consider further the other points which have been presented in the argument.

Peremptory mandamus refused.

The other Judges concur.

Steering by Steam.

A NEW APPLICATION OF MACHINERY.

A correspondent who was present at the occasion of a recent trial of the steam steering apparatus with which the small steamer *North Star*, of Muskegon, has been supplied, writes as follows:

The experiment was such a complete and marked success mechanically, and seems in its principle to foreshadow such immense benefits to steam navigation, that it deserves the earnest and instant attention of the public. While the arrangement of the machinery connected therewith is simplicity itself, the result on the motions of a vessel are instantaneous, and as powerful as can be desired. Instead of a cumbersome wheel in the pilot house, a lever like the starter of a locomotive stood up from the floor, which worked either way from side to side by no heavier pressure than could be given by the thumb and finger, but which made the *North Star*, a long, narrow river boat, almost turn on her centre, and then as instantly reverse with the same promptitude of action on a different application. A doubt having been expressed as to whether, by the same machinery, she could be 'held' on the same steady course for a length of time, the steersman fixed on a mill chimney two miles distant, and made for it. After getting her from the previous violent swayings into true line, he dropped the bar and let her run for it, until all on board were satisfied of the truth of her course. Where the steam rudder is left there it stays, and no power less than that able to overcome all the steam force of the boilers can shift it till again manipulated by the lever.

Numerous experiments were made in turning, backing, twisting, and all with astonishing results. The steering power was instantaneous in its action. When standing still the rudder could be put down with such force as to swing the vessel a point or two. I really believe that, had such an apparatus been on the Milwaukee and Lac La Belle, when they met on the St. Clair flats, even at the late moment when the dire warning note was sounded, collision could have been easily avoided. The whole steam power of the vessel thrown instantaneously (as is possible) upon the taut wire rope rudder lines, it would have swung them so as to merely rub sides, if they touched at all. I have watched with admiration, on the rapids of the St. Lawrence, the old Indian pilot with his half dozen brawny assistants, grouped around the mammoth wheel, as with lightning speed he shot the long sault or plunged the cascades. I have watched his quick, nervous action, and word of command so quickly sounded by his assistants, and wondered what our fate would be should these men mistake, even for an instant, larboard for starboard. But with a machine like this the doughty old red-skin could stand in all his native dignity alone, and with one hand, unaided, as lightly as a feather, make the steam power, as prompt as telegraph, work his wayward and oft-changing will, and swing his steamer as quick as changing a top.

Another beautiful contrivance connected with this, and one as much to be appreciated by the traveling public as the steam rudder by the regu-

lar marine, is what the patentees technically term the "life line." If you will call back to memory almost any marine disaster from burning, either at sea or on our inland waters, you will readily recollect that generally the most painful and terrible portion of the calamity began when the ship lost steerage way and going adrift—going any and every way before the wind. From the Henry Clay on the Hudson, to the Sea Bird on Lake Michigan, it has almost ever been the same story; a pilot-house deserted; a vessel unmanageable; refuge within almost easy reach, but impossible of attainment by lack of steering power. This apparatus provides continuous communication from stem to stern, by which the vessel can be managed from any part of the deck. When the pilot-house gets "too hot to hold him," the wheelman can take hold at the next cool spot. If the stern is in flames he can steer from the bow, and vice versa. As long as there is a bit of deck left the iron life-line is there, and until it melts the communication is as complete.—*St. Louis Dispatch.*

A European Railway to India.

ALL EUROPE AT ONE END OF THE LINE, AND ALL ASIA AT THE OTHER.

Some fifteen years ago an Anglo Saxon prophecy was published for the edification of the world. The prophet was an eminent English engineer, and the subject of his prediction was the route between England and the East. The future was presented to us pictorially, or, at least, in a series of half a dozen maps, dated successively 1830, 1840, 1850, 1855, 1860, 1865, and comprising the territories between the British Isles and Hindostan. The first two of these maps illustrated the past, the next the present, the last three the future. If the reader will open a chart of the world on Mercator's projection he will see that a line may be drawn in a straight direction from Ostend to Bombay across one tract of land after another. He will see, also, on a little further examination, that there are three water ways between these two points—one representing the long circuit of the African Continent; a second passing by the Mediterranean and the Red Sea, and a third, involving rather more land traveling, by the Mediterranean and the Persian Gulf. Now, in the routes taken of late days by the commerce between England and the East the successive improvements have consisted in the substitution of land for water—in other words, of railways for ships. For example, in 1830, the outward bound Indian simply left a channel port, sailed all round the Cape, and then up the Indian Ocean to Bombay or Calcutta, as the case might be. The time consumed in the voyage was about 100 days. In 1840 came those improvements which gave the new passage the distinctive name of the "overland" route, though the land journey as yet bore but a small proportion to the sea voyage. The steamer again left a channel port, but turned eastward through the Straits of Gibraltar to Alexandria, from which place a land journey across the Desert to Suez brought the passenger to the shores of the Red Sea, where the sea voyage was again resumed. The time was reduced to fifty-six days. Meanwhile the European Continent had been so far traversed by railways that first Marseilles and then Trieste might be reached, and thus a broad angle was saved, since the traveler proceeded in nearly a direct line from Ostend to Alexandria, and thence onwards as before. This brought the time to thirty-nine days, as it stood when the prophecy was uttered. The future was then prefigured by three maps to represent the periods of 1855, 1860 and 1865. In 1855 a railway along the Euphrates Valley was to open a communication by land with the head of the Persian Gulf, thus saving the circuit of the Arabian Peninsula, besides which a railway across India was to connect Calcutta with Bombay. By this the time was to be reduced to nineteen days. In 1860 our prophet carried the European line straight across the Continent to Constantinople, and then again round the seaboard of Asia Minor to join the Euphrates Valley line. This would dispense with all the sea passage, except between

Bussora and Bombay, and bring the time down to twelve days. In 1865 the Persian Gulf route was to be itself superseded by a railway along the southern shores of Persia and Beloochistan to Hyderabad, in Scinde, where the Indian lines, then to be complete, would meet it. Thus the whole journey became a railway journey from beginning to end, and would be easily performed in ten days, or, without stoppages, in a week.

We have now only to look at Professor Chenery's pamphlet to see how these sanguine, though natural, prophecies have remained without fulfillment. Not only has 1865 passed away, but 1870 is close upon us, and yet we have not reached the stage marked out for 1855. There is no Euphrates Valley Railway, no railway in Asia Minor, no railway in Beloochistan, no railway even from Constantinople to Belgrade. Except for the Indian lines, we stand substantially where we stood in 1850; and even in India the line from Bombay to Calcutta is not entirely complete. Professor Chenery therefore does well to offer his practical suggestions for carrying out Sir Macdonald Stephenson's unfulfilled visions. He draws encouragement from accomplished facts which his precursor could hardly dream of. The great Atlantic and Pacific Railway, now actually opened, might well have appeared in 1855 a far more chimerical enterprise than the chain of lines from Constantinople to Kurrachee. In those days, too, it might have naturally been doubted what the Ottoman Government might say to such projects, whereas, as Professor Chenery now explains, the Porte is anxious to see railway communication introduced into its dominions, and is at this moment intent on connecting the capital with the European system of lines. Nor do our advantages end here. From the pioneering of the United States we have learned not only how to construct cheap railways, but how to endure railway traveling. A seven days' journey would be intolerable on the English system of locomotion; it would be no trial at all in carriages equivalent to moving hotels. As to distances, the sections, no doubt are of considerable length—1,700 miles from Calais to the Bosphorus, 1,500 more from the Bosphorus to Bussorah, and then the run from Bussorah to the Indian terminus. But the Americans have 40,000 miles of railway open, and Sir John Lawrence reckons that 30,000 will sooner or later be wanted for India alone, so that we need not think much of the work required to bring, as Professor Chenery expresses it, the 280,000,000 of Europe into communication with the 500,000,000 of Asia. We have, in fact, now learned how to make railways both cheaply and expeditiously; we have learned how to adapt the arrangement of the carriages to long journeys; we are keenly alive to the value of rapid communication with India, and we know that some, and can believe that others, of the Powers whose territories are to be traversed by the proposed line will cordially co-operate in the work. The Turkish Government desires nothing more than to see the necessary lines intersecting its territories, and, though nobody can exactly answer for Persia and Beloochistan, we do, at least, know from experience that such populations as we should meet with in those parts are well acquainted practically with their own interests, and rarely unwilling to strike a profitable bargain. In all probability we could easily make it worth the while of both chiefs and people to furnish the police of the line for us, though we could hardly expect to encounter foes so troublesome as the Red Indians have proved to the Americans.

Such is the prospect placed by Professor Chenery before us, and nobody can pretend to doubt either the importance or the value of a line which will have "all Europe at one end and all Asia at the other." But what is to be the cost, and how is the money to be found? We are told that the Turkish Government would actually make the line itself as far as the Persian Gulf if it could but command the means, and that it would cheerfully and liberally enter into engagements for the purpose with richer and more powerful States. Would it, then, be unreasonable or impolitic for the British and Indian Governments, in conjunction,

perhaps, with others, to find the necessary capital on security given by the Porte for current interest and ultimate repayment? That is the practical question to which the pamphlet brings us. If any of its "suggestions" should appear extravagant, let it be remembered that the whole project was deemed not only feasible, but probable, in a professional estimate, nearly twenty years ago. If the notion of a railway 5,000 miles long should seem a little wild, let the reader remind himself that its object is nothing less than to bring Calcutta as near to London as Edinburgh was a century ago.—*London Times.*

The Allentown Railroad.

The Allentown News says that about 400 men are employed on this road. The excavation of the tunnel, through the mountains at Windsor Castle, is about being commenced under the supervision of Mr. Paul King, Engineer. It will be 1,100 feet in length. Mr. McFadden, the contractor, expects to have the road in running order within a year from this time. The road intersects with the East Penn. at Tipton Station, and with the Philadelphia and Reading at Port Clinton.

G. H. Meade, Chief Engineer of the Little Rock and Ft. Smith Railroad, will receive proposals at his office in Little Rock, Ark., until the 20th of October, for clearing, grubbing, grading, furnishing cross-ties and bridging a part or the whole of the road, commencing on the line 20 miles from Little Rock. Proposals will also be received at the same time and place, for building a bridge across the Arkansas River, at Little Rock.

Benj. H. Latrobe, Esq., Chief Engineer of the Pittsburg and Connellsville Railroad Company will receive proposals at Pittsburg or Cumberland, until the 1st of November, for supplying the Cross Ties for the entire length of about 85 miles of the road, from near Connellsville to near Cumberland. The number per mile will be 2,112, and the whole number about 210,000.

The following gentlemen have been elected directors of the Louisville and Nashville Railroad for the ensuing year: H. D. Newcomb, W. S. Caldwell, R. H. Robinson, G. W. Norton, J. G. Baxter, W. H. Smith, James Whitworth. The directors were authorized to construct another track from Louisville to Lebanon, Ky., as soon as the finances of the company will justify the expenditure.

The directors of the Connecticut Valley Railroad have elected the following officers: President, James C. Walkley, of Haddam; Vice President, Luther Boardman, of East Haddam; Treasurer, Nelson Hollister; Chief Engineer, Seth E. Marsh, and Secretary, Levi Woodhouse, all of Hartford. The survey of the road will proceed immediately.

J. B. Walton, Chief Engineer of the Detroit, Hillsdale and Indiana Railroad, will receive proposals at his office in Hillsdale, Mich., till 4 p. m., October 20th, for the grading, culverts and bridging this road from Ypsilanti to Hillsdale.

The earnings of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad for September, 1869, were \$320,025, against \$287,451 in September, 1868, a gain of \$32,574.

The grading of the Portland and Ogdensburg Railroad has been commenced on the first section of 16 miles from Portland to Sebago,

7 PER CENT. GOLD BONDS,

RETURNING \$223 75 IN GOLD MORE PER ANNUM, BY AN INVESTMENT OF \$10,000 IN THESE, THAN IF \$10,000 WERE INVESTED IN GOVERNMENT SIXES.

\$2,500,000**CHICAGO, DANVILLE & VINCENNES****RAILROAD COMPANY****SEVEN PER CENT.****FIRST MORTGAGE SINKING FUND BONDS,****FORTY YEARS TO RUN,**

PRINCIPAL AND INTEREST PAYABLE IN NEW YORK IN

UNITED STATES GOLD COIN,**AT PAR**

SECURED BY FIRST MORTGAGE UPON 140 MILES OF ROAD, THE FRANCHISES, EQUIPMENT, AND ALL FUTURE ACQUIRED PROPERTY BEING

AT THE RATE OF

LESS THAN \$18,000 PER MILE.

The road extends from Chicago by way of Danville to a point on the boundary line of Indiana, in the direction of Terre Haute and forms part of the

Shortest Through Line from Chicago, via Terre Haute, Vincennes, Evansville and Nashville to New Orleans, Mobile and Pensacola.

It passes through the eastern tier of Counties of Illinois, adjoining Indiana, the whole country being well settled and highly cultivated, and not surpassed in richness of soil by any portion of the Prairie States. Its products must always find their best market to the Atlantic seaboard by way of Chicago and the lakes, which is fully demonstrated by the fact that the value of farming land in Illinois chiefly depends upon the facility of communication between it and Chicago.

Assuming that ONLY ONE-HALF OF THE PRESENT FARM PRODUCTS (as shown by the assessment rolls) of the townships depending upon this line for an outlet will be transported over this road, and basing the passenger business at forty per cent. of the freight earnings, (which is the result obtained upon other roads in the State), the gross earnings of the road,

Exclusively from local business, will be about \$2,200,000, and estimating the operating expenses upon a new road at 66 2-3 per cent., the net revenue will be about \$733,000,

being nearly three times the sum required to provide for the interest and sinking fund upon the entire issue of bonds.

THE COAL FIELDS

upon this line, and tributary to it, furnish an important element to insure the future very great success of the road. In addition to the inexhaustible beds of coal and iron ore in the vicinity of Danville, Vermillion County, Illinois, it connects also with the

CELEBRATED BRAZIL COAL MINES,

the coal from which is of unequalled quality for the manufacture of iron, being ENTIRELY FREE FROM SULPHUR, AND NEARER PURE CHARCOAL THAN ANY KNOWN COAL DEPOSIT IN THIS COUNTRY.

The distance from these coal fields to Chicago by this road is

90 MILES LESS THAN BY ANY OTHER ROUTE.

Chicago alone consumes at present 600,000 tons a year, which is increasing about 100,000 tons per annum.

The estimated cost of the construction and equipment of the road is about \$4,500,000. Stock subscriptions have been made to the extent of \$2,100,000, a large portion by the people on the line, which is sufficient to pay for the right of way, grading, bridges, culverts, and all work of a similar character for the entire road.

The Line is Completed to Muncie, 55 Miles from Chicago.

and open for business, and every effort will be made to finish the entire road in time for next season's crops.

The iron is already provided for, and a large amount of equipment is under contract, and in progress of delivery. To meet a portion of these expenditures, a part of the \$2,

500,000 of the above Bonds are offered, at present at 98 per cent. and accrued interest in currency.

The advantage of an investment of this character over an investment in Government sixes is thus shown:

\$10,000 invested in Government 6s at 20 per cent. premium gives.....	\$3,333 33
\$10,000 invested in Chicago, Danville and Vincennes gold 7s gives.....	10,500 00
Interest on \$8,333 33 Government 6s, less 5 per cent. tax, gives.....	475 00
Interest on \$10,500 C., D. and V. 7s, less 5 per cent. tax, gives.....	698 25

A gain in favor of C., D. and V. 7s of gold... \$223 75
 Holders of Government bonds can exchange them for these bonds with a handsome profit in hand, varying from \$276 to \$282 if it be 6s or 5-20s, to which will be added the above large yearly gain of interest by such exchange.

To adhere to our positive rule never to offer anything for sale which we do not of ourselves believe to be good, we add that we have personally examined this entire line of road, finished and projected, as well as the country through which it runs, its full character and capacity for verifying the foregoing statements, and the result is we offer these Bonds with entire confidence in their value and soundness.

Pamphlets in more complete detail, with maps, can be had of us.

W. Bailey Lang & Co.,

Merchants,

No. 54 Cliff St., New York,
 Agents for the sale of these Bonds.**RAILROAD TIES,****JOHN M. ODELL,****NO. 4 WALL ST., N. Y.****STAINED GLASS.****HENRY E. SHARP,**GLASS STAINER, EMBOSSEUR AND ENAMELER
 FOR**Car Builders and Railroad Companies,****147 & 149 E. 33d St., N. Y.****AMERICAN INSTITUTE EXHIBITION.****OPEN DAILY FROM 9 A. M. TO 10 P. M. ON****THIRD AVENUE, Cor. SIXTY-THIRD ST.**

near Central Park.

THE MACHINERY IN MOTION

is a Grand Display. The Exhibition is Enlivened WEDNESDAY and SATURDAY AFTERNOONS, and EVERY EVENING, by A FINE ORCHESTRA. Refreshments of the Best Kind at Moderate Prices in the building. Season tickets for Gentlemen, \$3; for Ladies, \$2; Single Admission, 50 cents; Children under 12 years, 25 cents. Packages of 25 tickets for Shops at 30 cents each. Entrances on Second and Third-aves. HOW TO GET TO THE FAIR—The Second and Third-ave. and Belt Line Railroads, with Extra Cars Running, Intersecting all the other Avenue Railroads and Ferries, Afford Ample, Cheap, and Direct Means of Access. Also in Carriages from Central Park by Sixty-second-st.

Novel Rail Fasteners and Safety Car Stove.

These fasteners have a jaw and collar to swivel on the fasteners and when revolved half round the rail is released. The Stove is a cylinder cast having a tube or inverted cone on the bottom with a large flange holding the stove above the iron floor, and projecting under to receive the chamber attached, which receives the waste; also self feeder, the valves are perforated to give draft. These are highly recommended by railroad men as superior to any now in use. Both on hand and for sale by the inventor.

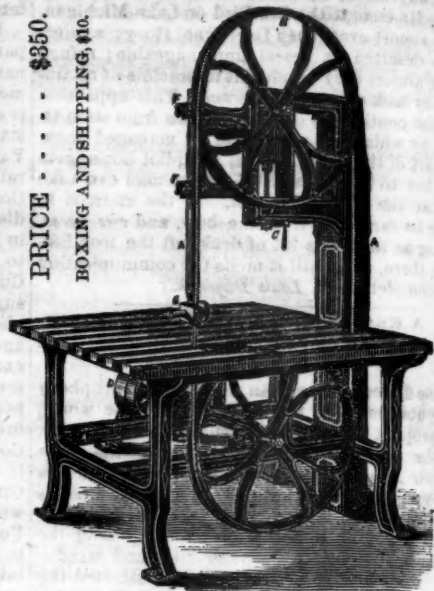
A. BEEBE,**78 Cedar St., N. Y.****FOR SALE.**

SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

PETER FIELDS & SON,**North Point Foundry and Machine Works, Jersey City, N. J.****FIRST & PRYIBIL'S****PATENT IMPROVED****BAND SAW MACHINE,****452, 454 & 456 Tenth Avenue,
 NEW YORK CITY.**

PRICE . . . \$350.

BOXING AND SHIPPING, \$10.



This Machine, with the exception of the table, is made entirely of Iron. Its weight is 1800 lbs.; drums 3 feet 3 inches in diameter; height, 8 feet 5 inches; depth 4 feet 3 inches; width 6 feet; driving pulleys usually 14 inches in diameter, or to suit our customers.

Our machine can be run with a speed of 330 to 350 revolutions per minute, causing the saw to travel 3300 to 3500 feet per minute, and with a belt from 4 to 5 inches in width a block of Rosewood from 10 to 15 inches thick, or wood of any kind, hard or soft, can be cut with ease and facility, the saw being from one-quarter inch to one inch in width. A saw one-eighth of an inch in width, including teeth, can be used for cutting wood of considerable thickness.

The saws are not liable to break owing to our improved slide bearing, which adjusts itself according to the expansion and contraction of the saw. No saw will break except by accident or gross carelessness. The same is used principally by railroad car, chair, and other furniture manufacturers, ship, boat, and wagon builders, and also to saw slate, ivory, bone, &c. Guarantee will be given for all we state above. From three to five times as much work can be done with one of our sawing machines, as with an ordinary up and down saw. The work is cut smooth, the saw being retained by an improved guard.

At the present time, Sept. 1899, 64 of our machines are running in this city, and about twice as many in the country.

We also manufacture a lately patented counterbalance oval turning lathe which can be run with more than twice the speed of the old style of lathes, and much more and better work will be done. Many other wood working machines, and also shafting, pulleys, hangers, &c., &c., constantly on hand. Send for Circulars.

W. Churchill Oastler,**43 Exchange Place, N. Y.**

AGENT FOR

JOSEPH ARMSTRONG & CO.,**Rotherham, England.**

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MORTON, REED & CO.,**65 South Gay Street.**

Forged Steel Frogs, Rolled Steel Frogs, Cast Steel and Cast Iron Frogs with Cast Steel face. Switches, Axles, Wheels, Rails.

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STEAM ROAD ROLLERS, Traction Engines, &c.**Jonathan T. Hobby,****MATHEMATICAL Instrument Maker, Greenwich
 Street, Hempstead, Long Island, N. Y.**

NEW YORK CITY STEEL WORKS,

Manufacture every description of Steel—PERFECTLY UNIFORM IN QUALITY—and of very great tensile and compressible strength.

Plates of Cast Steel may be bent COLD to any angle, yet remain capable of being TEMPERED.

Guaranteed EQUAL TO ANY OTHER STEEL manufactured in Europe or the United States.

TOOL STEEL of very superior quality.

LOCOMOTIVE AND CAR SPRING STEEL A SPECIALTY.

VAN ZANDT BRO.'S, General Agents, 38 John-St., New York.

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MANUFACTURERS OF

WHIPPLE'S SUPERB CAR SEAT,

59 Monroe Avenue, Detroit, Mich.

E. TROWBRIDGE, Treasurer. **DETROIT.**

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The Keystone Bridge Company
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Contractors for Manufacturing and Erecting every description of Iron and Wooden Bridges, Roofs, Turn Tables, &c.
"Linville and Piper" Patent Bridges, Weldless Chord Links, Tubular Wrought Iron Posts, Tubular Upper Chords, Weldless Suspension Links, "Linville" Triangular Truss. Circulars and Lithographs sent on application.

J. H. LINVILLE, C. E., President.
Office, 426 Walnut St., Philadelphia.
J. L. PIPER, General Manager, Pittsburgh.
A. G. SHIFFLER, Supt. and Treas., Pittsburgh.
WALTER KATTE, Engineer Western Department,
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SEMI-BITUMINOUS COAL,

From the Mines of the
CUMBERLAND COAL AND IRON COMPANY,
Deliverable at the Ports of
GEORGETOWN, BALTIMORE AND NEW YORK.
FOR SALE BY THE CARGO.

Orders received at the office of the Company,
90 Broadway, corner Wall street,
WM. M. RICHARDS, President.

Interest on City Stocks.

THE INTEREST ON THE BONDS AND STOCKS of the City and County of New York, due and payable Nov. 1, 1869, will be paid on that day by Peter B. Sweeney, Esq., Chamberlain of the City, at his office in the new Court-house.

The transfer books will be closed Friday, Oct. 1, 1869.
RICHARD B. CONNOLLY, Comptroller.
DEPARTMENT OF FINANCE—COMPTROLLER'S OFFICE,
5140
NEW YORK Sept. 24, 1869.

A GREAT CHANCE TO MAKE MONEY.

A RAILWAY PATENT which has realized forty thousand dollars in three years and a half, and has still 13½ years to run, will be disposed of cheap for cash, for all Southern States, and all states and territories West of the Mississippi River. Enquire at this office.

STEAM COAL,

From the Clover Hill Virginia Coal Mines,
A SUPERIOR ARTICLE FOR
STATIONARY ENGINES.

FOR SALE LOW BY THE CARGO. Apply to
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AGENTS, 130 FEARL-ST.

Railroad and Machinery
SUPPLIES.

F. P. CORBY & CO.,

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PILE DRIVING, PORTABLE AND STATIONARY ENGINES, R. R. Station and Steam PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BALANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

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S. A. MARTINE & CO.,

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Railway Car and
Carriage Linings,

PLUSHES,
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MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,

Manufacturers' Agents for Sale

OF

American & Foreign Rails,

STEEL OR IRON,

AND

Railway & Machinists' Supplies

OF EVERY KIND.

OLD RAIL AND SCRAP IRON,

BOUGHT AND SOLD.

OLD RAILS Re-Rolled and Exchanged for new.

Mount Washington Glass Works.



MANUFACTURER OF GLASS IN ALL ITS FORMS and varieties. The attention of Railroad Men is called particularly to the *Lantern Globes and Chinmies* produced, which for general good qualities are unexcelled. Railroad Companies, Purchasing Agents, and those interested, would do well to look at sample of these Goods, which will be sent on application. Orders solicited, and all such executed promptly and satisfactorily.
Address,

W. L. LIBBEY,
61 Milk-St., Boston, Mass.

RAILROAD SPIKES.

10,000 KEGS, BEST MAKE, 7-16th by 5½ inches.
For sale by

W. P. CONVERSE & CO.,

6m39

54 Pine st.

PHELPS, DODGE & CO.,

Importers of Metals,

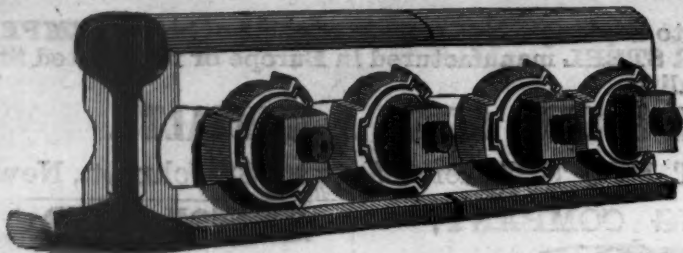
AND RUSSIA SHEET IRON,

NOS. 19 AND 21 CLIFF STREET, NEW YORK.
OFFER FOR SALE:

Tin Plates of every description.
Sheet Iron, R. G., 12 to 18.
Russia Sheet Iron.
Sheet Zinc and Spelter.
Block Tin, Banca and Straita.
Sheet Brass Kettles.
Sheeting Copper.
Extra-sized sheets Copper,
rolled to order.

Terne Plate for Roofing.
Sheet Iron, Nos. 12 to 18.
Galvanized Sheet Iron.
Iron Ware.
Pig and Bar Lead.
Regulus Antimony.
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Brassiers and Bolt Copper.
Rivets, & Zinc Bars, etc.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

Robert Merrill & Sons,

MANUFACTURERS OF

Ship's Compasses,

BINNACLES, LOGS, &c.:

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Highest Market rates paid for all Southern and Western Securities.

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J. F. WHITNEY & CO.,

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Importers of and Dealers in all kinds of

GRINDSTONES.

New Castle, Wickersley, Nova Scotia

and Ohio Grindstones

OF ALL SIZES.

HARRISBURG FOUNDRY

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Machine Works,

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MANUFACTURERS OF

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SUCH AS

Lathes, Planers, Shaping and Slot-

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and Nut Tapping

Machines, &c.

W. T. HILDRUP, Treasurer.

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MANUFACTURER of Patent Portable Hydraulic Jacks and Punches, for raising Heavy Weights, such as Locomotives, Boilers, Guns, Heavy Machinery, Wrecking Purposes, Putting together Water and Gas Pipes, Pushing off Cranks and Propellers, Pulling, Proving Chains and Ropes, Setting up Rigging, or Pulling Stumps, Punching Iron, Die-Sinking, etc. Improved Patent Hydraulic Jacks, that run out their entire length in a Horizontal or any other position. Send for Circular.

**PACIFIC MAIL
Steamship Company's**

THROUGH LINE TO

California and China.

Through rates, New York to San Francisco:

First Class. \$150 to \$200. Steerage. \$75.

according to location of berth. These rates include berths, board and all necessities for the trip.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River foot of Canal street, at 12 o'clock noon,

On 1st and 16th of each Month,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 16, ALASKA, CAPT. GRAY, connecting with

GOLDEN CITY, CAPT. LAPIDGE.

Steamer AMERICA, will leave San Francisco Nov. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ALASKA, received until 4 P. M. on FRIDAY, October 16. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast as slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

**BURLEIGH'S PATENT
Pneumatic Rock Drill**



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1 1/2 to 24 inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

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General Agents for the United States and Europe.

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Manufacture all Kinds of Machinery—Marine and Stationary—Blowing Engines, Presses, Boilers, Bridges and Piers, Rifled and Smooth-bore Cannon, Wrought and Cast Iron Work for Buildings, and for all other purposes.

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Holden, Hopkins & Stokes,
104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in

IRON AND STEEL,

Also Agents for

Oxford Iron Company, Oxford,
OUT NAILS AND SPIKES,
AND RAILROAD SPIKES.

Agents "New Haven Car Company."

HAMILTON SQUARE
RUBBER WORKS.

C. V. MEAD & Co.,
Manufacturers of Superior Quality

INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P.O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.,) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD.

B. L. HUTCHINSON.

L. A. MANNING.

G. W. NORTON.

VOSE, DINSMORE & CO.,

National Spring Works,

Manufacturers of

Volute, Rubber Center Spiral,

Compound Spiral, India Rubber,

And other

RAILWAY CAR SPRINGS

No. 1 Barclay-st., No. 15 La Salle-st.,
NEW-YORK. CHICAGO.

HEBBARD CAR SPRING CO.,

MANUFACTURERS OF

Patent Right and Left Spiral
STEEL CAR SPRINGS.



R. B. WASHBURN, Gen. Agent.
137-141 ELM STREET, N. Y.

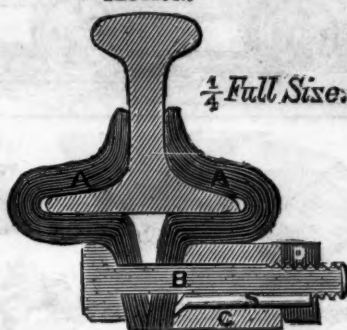
Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

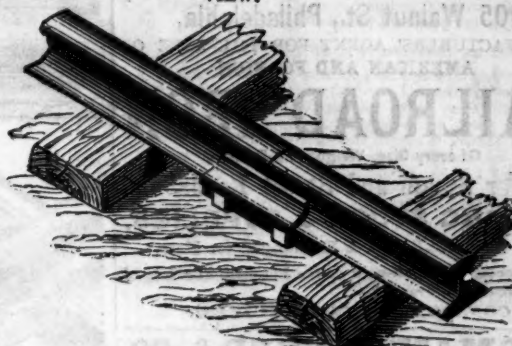
Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.



VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two 1/2 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

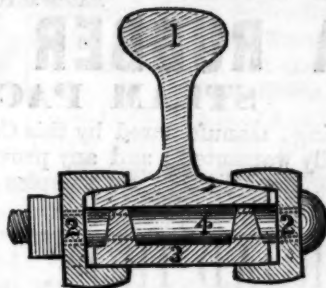
Provision has been made to prevent sliding of the rails.

Particulars, address

JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**
New Brighton, Pa.

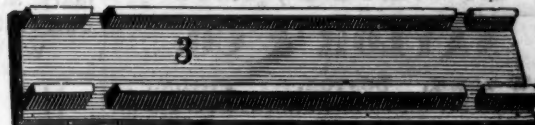
THE PHOENIX IRON COMPANY'S
PATENT
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new *Suspension Rail Joint*, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2), and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, but the flange on one side of each rail is slotted to receive two "stops," as shown in figure 2. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHOENIX IRON COMPANY, Philadelphia, Pa.

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,
20 Reade street.

GERMAN STEEL AND HARDWARE,

For sale by

LOUIS WINDMULLER & ROELKER,
20 Reade street

RICHARD B. OSBORNE,
CIVIL ENGINEER,

No. 431 Walnut street, Philadelphia.

RAILROAD TIES,

WHITE OAK, CHESTNUT AND CEDAR.

Fig. Bar and Railroad Iron. Steel Rails.
OLD RAILS, SCRAP IRON, & C.
HOLLINS, KIRKUP & CO.,
12 Dey-Street, N. Y.

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston,

STEEL & IRON RAILS,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,

For sale by
HEYERDAHL, SCHONBERG & CO.,
22 William Street New York.

EDWARD J. ETING,
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MANUFACTURERS' AGENT FOR THE SALE OF
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RAILROAD IRON

Of every Size, Weight and Pattern,
For Steam and Street Roads.
ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.
Special attention paid to the Purchase and Sale of
Old Railroad and Scrap Iron.
CONSIGNMENTS SOLICITED.

HERMANN BOKER & CO.

50 CLIFF STREET,
NEW YORK,

MANUFACTURERS' AGENTS AND IMPORTERS OF

PUDDLED STEEL,

AND

IRON RAILS,

FROM THE

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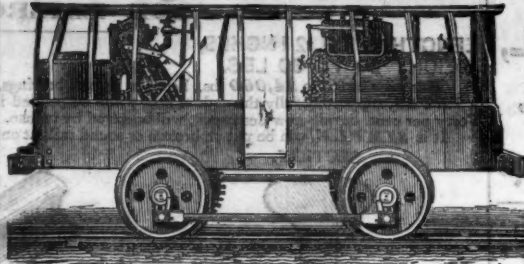
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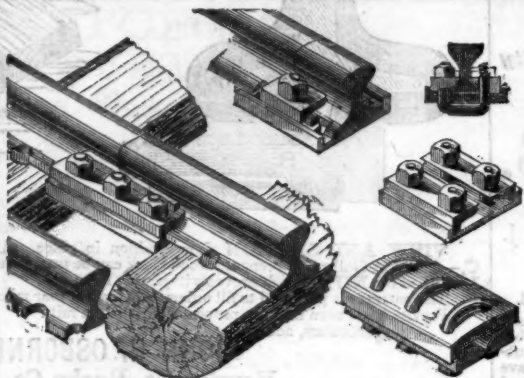


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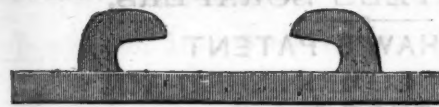
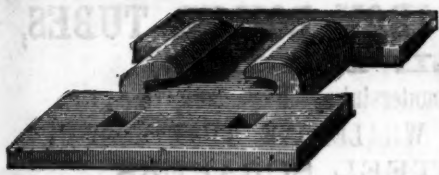
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2.	For Side Hill Cuts and Fills.	15.	" 24 " 1 1/2 to 1	16.	" 24 " 1 1/2 to 1
3.	Base 18 ft. Slopes 1 1/2 to 1	16.	" 24 " 1 1/2 to 1	17.	" 25 " 1 1/2 to 1
4.	" 14 " 1 1/2 to 1	17.	" 25 " 1 1/2 to 1	18.	" 26 " 1 1/2 to 1
5.	" 15 " 1 1/2 to 1	18.	" 26 " 1 1/2 to 1	19.	" 28 " 1 1/2 to 1
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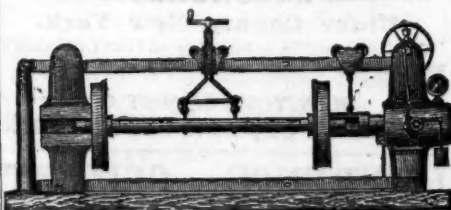
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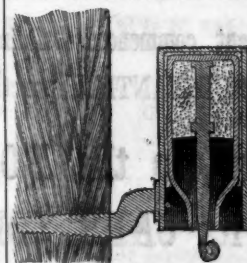
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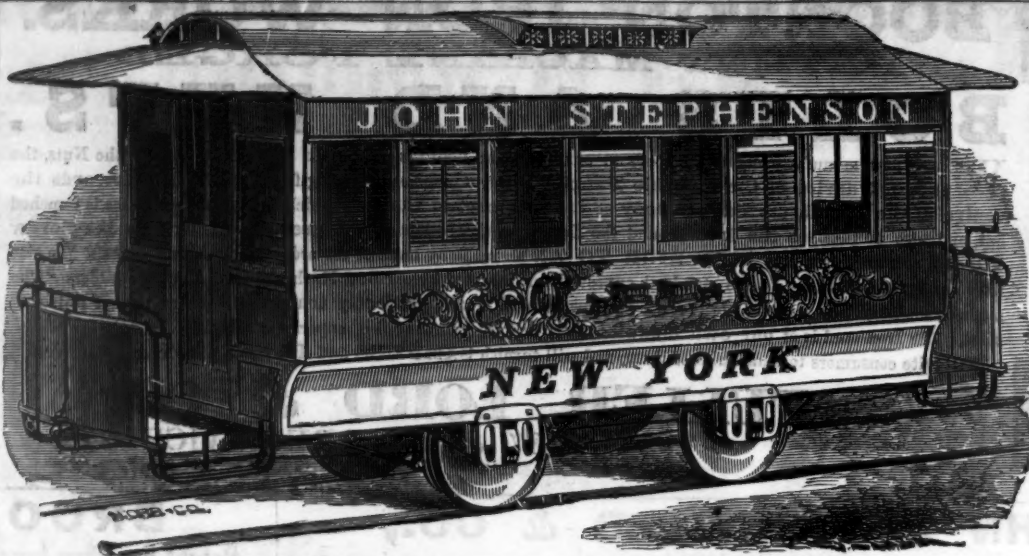
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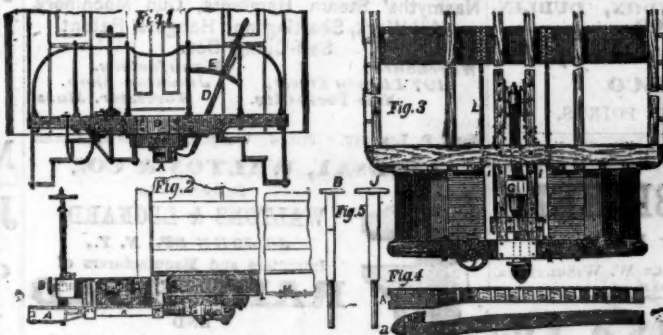
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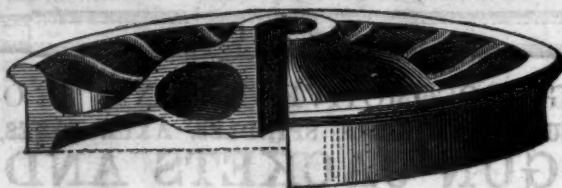
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